

SAFETY

AVOID FALLS

**CHECK FOOTING
BEFORE DISMOUNTING**

PREVENT LADING DAMAGE

**MAKE COUPLINGS NOT MORE
THAN 4 MILES PER HOUR**

SOUTHERN

THE RAILWAY SYSTEM THAT GIVES A GREEN LIGHT TO INNOVATIONS.

EASTERN LINES

GEORGIA DIVISION

TIMETABLE NO.

24

Effective 12:01 A.M., Eastern Standard Time

SUNDAY, APRIL 26, 1981

FOR THE GOVERNMENT OF EMPLOYEES ONLY

H. R. MOORE General Manager
R. W. CARPENTER Superintendent
E. G. TUENGE Asst. Superintendent
J. D. HOWARD Assistant Superintendent

2 GEORGIA		CHATTANOOGA AND ATLANTA - SOUTHBOUND										(SOU)
Station Nos.	Miles From Chattanooga	TIMETABLE NO. 24 Effective APRIL 26, 1981 STATIONS	Lv. Trk. Diagram See Page 32	FIRST CLASS								SECOND CLASS
				143 Daily	123 Daily	161 Daily	117 Daily	AMTRAK 820 Daily	229 Daily	151 Daily	171 Daily	69 Ex. Sat.
	2.6	C.T. TOWER	PN	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
	1.8	PRATT										
242A	0.0	CHATTANOOGA										
240A	2.1	BOWY DEBUTTS YARD	PN	12 01	4 01	8 01	12 01		3 01	6 01	9 01	
	2.3	WEBB										
	3.4	PIERCE										
	3.9	CITICO JCT.										
	4.8	BROWN										
	5.5	SPELL										
	6.1	WILLIAMS										
	7.1	JERSEY										
	11.9	SUMMIT		12 23	4 23	8 23	12 23		3 23	6 23	9 23	
227A	15.2	DOLTEWAH, TENN. (So. End Two Tracks)	P									
27H	26.7	COHUTTA, GA.	P									
	29.8	STILL										
	37.7	NORTON										
40H	40.0	DALTON	PNC									
	40.1	HAIR										
	42.4	WALNUT										
	45.4	PHELPS										
	48.0	FREEMAN										
	53.3	DAVIS	P									
55H	55.3	SUGAR VALLEY	P									
	67.8	WARREN										
	69.6	PINSON										
	75.1	BERWIN										P.M.
75H	77.0	WY. FORRESTVILLE	PN									10 01
	78.1	FOX										
80H	79.7	ROME										
	81.2	SMITH										
	83.9	LINDALE										
	86.7	CHAMBERS										
	90.6	BRICE										
	92.0	GREEN										
	98.3	ARAGON										
	101.2	PERKINS										
102H	101.8	ROCKMART	P									
	107.1	FINCH										
	108.7	BRASWELL										
	111.1	ROY										
	113.4	McPHERSON										
119H	118.8	DALLAS	P									
	122.6	OAK										
	125.6	CLARK						P.M.				
	134.7	AUSTELL (No. End Two Tracks)	PN					7 34				
	137.2	LOWE										
	140.0	NICKAJACK										
	145.5	BOLTON (So. End Two Tracks)										11 20
	146.7	PERRY										
148H	148.2	BOWY INMAN YARD	PN	5 01 A.M.	9 01 A.M.	1 01 P.M.	5 01 P.M.	7 47 P.M.	7 15 P.M.	11 01 P.M.	2 01 A.M.	
			At.	Daily 143	Daily 123	Daily 161	Daily 117	Daily 820 AMTRAK	Daily 229	Daily 151	Daily 171	Ex. Sat. 69

(SOU)		ATLANTA AND CHATTANOOGA — NORTHBOUND										GEORGIA 3		
Capacity of Tracks in Cars		TIMETABLE NO. 24 Effective APRIL 26, 1981		Trk. Diagram See Page 32	FIRST CLASS								SECOND CLASS	
Other Tracks	Sidings	STATIONS			144 Daily	172 Daily	160 Daily	AMTRAK 819 Daily	124 Daily	230 Daily	150 Daily	116 Daily	70 Ex. Sun.	
			Ar.		A.M.	A.M.	P.M.	A.M.	P.M.	P.M.	A.M.	A.M.		
		C.T. TOWER	PN											
		PRATT												
		CHATTANOOGA												
Yard		BOWY DEBUTTS YARD	PN		5 10	9 01	1 01		5 01	10 01	1 05	2 10		
		WEBB												
		PIERCE												
		CITICO JCT.												
		BROWN												
		SPELL												
		WILLIAMS												
		JERSEY												
		SUMMIT			3 35	7 26	11 26		3 26	9 26	11 25	12 35AM		
25		DOLEWAH, TENN. (So. End Two Tracks)	P											
50	300	COHUTTA, GA.	P											
		STILL												
		NORTON												
Yard		DALTON	PNC											
Yard	200	HAIR												
		WALNUT												
	300	PHELPS												
		FREEMAN												
		DAVIS	P											
22	200	SUGAR VALLEY	P											
		WARREN												
	180	PINSON												
		BERWIN												
Yard	300	WY FORRESTVILLE	PN									A.M. 1 15		
		FOX												
		ROME												
	235	SMITH												
		LINDALE												
		CHAMBERS												
2	125	BRICE												
		GREEN												
		ARAGON												
20	270	PERKINS												
98		ROCKMART	P											
		FINCH												
	150	BRASWELL												
		ROY												
10	200	McPHERSON												
88		DALLAS	P											
		OAK												
10	288	CLARK						A.M. 8 44						
100		AUSTELL (No. End Two Tracks)	PN											
		LOWE												
		NICKAJACK												
		BOLTON (So. End Two Tracks)											12 01	
		PERRY												
Yard		BOWY INMAN YARD	PN		12 10	4 01	8 01	8 31	12 01	6 01	7 50	9 10		
			Lv.		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	
					Daily 144	Daily 172	Daily 160	Daily 819 AMTRAK	Daily 124	Daily 230	Daily 150	Daily 116	Ex. Sun. 70	

(SOU)

(SOU)

SOUTHBOUND								NORTHBOUND	
SECOND CLASS				Station Nos.	Miles From McDonough	TIMETABLE NO. 24 Effective APRIL 26, 1981	Capacity of Tracks in Cars	Track Diagram See Page 32	SECOND CLASS
		43							44
		M-W-F				STATIONS	Other Tracks	Sidings	Tu-Th-Sat
		A.M.				Lv. Ar.			A.M.
		.....	S251	.....	X { WY.GRIFFIN (C of Ga.)..... PNC	Yard			.....
		9 00	18M	18.5	 GRIFFIN (SOU) P	Yard			8 40
		9 20	26M	26.1	 WILLIAMSON	5			8 20
		10 03	47M	47.0	 WOODBURY PD	55			7 20
		10 39	64M	64.1	 SHILOH	21			6 39
		11 20	75M	74.5	 WAVERLY HALL	44			6 14
		12 20	98M	98.0	XBOWY... COLUMBUS PN	Yard			5 30
		P.M.			Ar. Lv.				A.M.
		M-W-F							Tu-Th-Sat
		43							44

(SOU)		MACON AND ATLANTA – NORTHBOUND										GEORGIA 5	
Capacity of Tracks in Cars		TIMETABLE NO. 24 Effective APRIL 26, 1981		Track Diagram See Page 32	FIRST CLASS							THIRD CLASS	
Other Tracks	Sidings	STATIONS			160 Daily	AMTRAK 819 Daily	124 Daily	230 Daily	184 Daily	118 Daily	144 Daily	16 Ex. Sun.	
Yard		BOWY ...	INMAN YARD	PN	A.M.	A.M.	A.M.	P.M.	P.M.	A.M.	A.M.	P.M.	
			ROCKDALE		3 31		10 31	2 01	6 01	1 01	2 10	1 50	
			HOWELL	PN		8 27							
			(No. End Two Tracks)			8 24							
			SPRING			A.M.							
			WELLS										
			HENDERSON										
			CONSTITUTION	P									
			(So. End Two Tracks)										
			NORTH CONLEY										
25	200		CONLEY	PD									
			PLESS		2 12		8 11	12 11	4 11	11 13	12 21 ¹⁸³	11 32	
56	157		STOCKBRIDGE	P	2 00		8 00 ¹⁵	12 01 ^{PM}	4 01	11 03	12 11 ^{AM}	11 22	
115	200		MCDONOUGH	P	1 48		7 48	11 48	3 48	10 50 ²²⁹	11 58	11 09 ¹²³	
	200		JENKINSBURG		1 29 ¹⁸³		7 29 ¹⁴³	11 29 ¹²³	3 29 ¹⁶¹	10 29	11 37	10 45	
50			JACKSON	P	1 20		7 20	11 20	3 20	10 20	11 28	10 35	
25	220		FLOVILLA		1 10		7 10	11 10	3 10	10 10	11 18 ²²⁵	10 25	
6	200		JULIETTE	P	12 50		6 50	10 50	2 50	9 50	11 00	10 05	
270			SCHERER		12 47		6 47	10 47	2 47	9 47	10 57	10 02	
10			PALMER										
103	210		ARKWRIGHT		12 30		6 30	10 30	2 30	9 30	10 40	9 45 ¹⁵	
			NORTH MACON		12 15 ²²⁹		6 15	10 15	2 15	9 15	10 25	A.M.	
Yard			MACON										
			(Terminal Station)										
			XBOWY..BROSNAH YARD	PN	12 01		6 01	10 01	2 01	9 01	10 10		
				Lv.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	
					Daily 160	Daily 819 AMTRAK	Daily 124	Daily 230	Daily 184	Daily 118	Daily 144	Ex. Sun. 16	

(SOU)		PEACHTREE STATION AND HOWELL									
SOUTHBOUND			TIMETABLE NO. 24 Effective APRIL 26, 1981			Capacity of Tracks in Cars			NORTHBOUND		
FIRST CLASS			STATIONS			FIRST CLASS					
		AMTRAK 819 Pied/Ala Daily	Station Nos. Miles From Washington					AMTRAK 820 Ala./Pied Daily			
		A.M.		Lv.	Ar.			P.M.			
		8 10	633	633.3	PEACHTREE STA.			8 25			
		8 20			1.7			8 10			
		8 24		635.0	HOWELL	PN		7 54			
		A.M.		Ar.	Lv.			P.M.			
		Daily Pied/Ala 819 AMTRAK						Daily Ala./Pied 820 AMTRAK			

SOUTHBOUND				Station Nos.	Miles From Savannah	TIMETABLE NO. 24 Effective APRIL 26, 1981	Capacity of Tracks of Tracks in Cars		Track Diagram See Page 32	NORTHBOUND			
SECOND CLASS							Other Tracks	Sidings		SECOND CLASS			
87 Ex. Sun.	51 Ex. Sun.	53 Ex. Sun.	54 Ex. Sat.							88 Ex. Sun.	52 Ex. Sun.		
	P.M.	A.M.	P.M.			STATIONS				P.M.	P.M.	A.M.	
				148H	298.5	Lv. BOWY, INMAN YARD 0.7 PN	Yard			P.M.			
					297.8	ROCKDALE 1.0							
					296.8	HOWELL 2.5 PN							
					294.3	SPRING 2.8							
			P.M.		291.5	OAKLAND JCT. 2.8				P.M.			
			10 30	S289	288.8	X BOWY INDUSTRY YD. 0.6 P	Yard			10 15			
					288.2	EAST POINT 2.6							
				S285	285.6	HAPEVILLE (So. End Two Tracks) 1.9	Yard						
					283.7	MTN. VIEW 1.8 P							
					282.2	FOREST PARK 2.1	Yard						
					280.1	LEE 2.1 P	Yard						
				S278	277.8	MORROW 2.1	Yard						
					274.7	NO. JONESBORO 3.1 P							
				S274	273.4	JONESBORO 1.3 P	6	120					
					262.8	NO. HAMPTON 10.6 P							
					261.5	SO. HAMPTON 1.3 P		125					
	P.M.	A.M.	11 40		252.9	EXPERIMENT 8.6 (No. End Two Tracks) 1.9 P				9 05	P.M.	A.M.	
	7 00	8 15	11 45	S251	251.0	X WY. GRIFFIN 2.9 PNC	Yard			9 01	9 45	10 00	
	7 05	8 20	P.M.		248.6	IRVING 14.3 (So. End Two Tracks) P				P.M.	9 40	9 45	
					234.3	NO. BARNESVILLE 0.7 P							
					233.6	BARNESVILLE 0.9 P	Yard	60				9 15	
					232.7	SO. BARNESVILLE 8.5 P		60				A.M.	
		8 50			224.2	NO. COLLIER 1.4 P							
		A.M.			222.8	SO. COLLIER 1.4 P		125					
					217.0	FORSYTH 4.1 P	Yard						
					212.9	NO. SMARR 1.1 P							
					211.8	SMARR 8.8 P		99					
					203.0	LORANE 6.3 P	10						
				S197	196.7	PAYNE 1.4 P							
	8 15				195.3	SO. PAYNE 1.4 P		134			8 30		
	P.M.				193.9	MONROE 1.3 P					P.M.		
					192.6	THIRD STREET JCT. 4.8 P							
						RUTLAND JCT. 0.6 P							
						CENTRAL OF GA. JCT. MEAD 2.3							
				242H		XBOWY BROSAN YD. 2.3 PN	Yard						
		A.M.	P.M.			Ar.	Lv.			P.M.	P.M.	A.M.	
Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.							Ex. Sat.	Ex. Sun.	Ex. Sun.	
87	51	53								54	88	52	

(C. of Ga.)				BARNESVILLE AND THOMASTON										GEORGIA 7			
SOUTHBOUND				Station Nos.	Miles From Savannah	TIMETABLE NO. 24 Effective APRIL 26, 1981				Capacity of Tracks in Cars		Track Diagram See Page 32	NORTHBOUND				
SECOND CLASS						STATIONS				Other Tracks	Sidings		THIRD CLASS				
			51 Ex.Sun.										52 Ex.Sun.				
			A.M.			Lv.			Ar.				A.M.				
.....	.....	.....	9 00	S234	233.6	X	.....	BARNESVILLE	.....	P	Yard	.....	11 10	.....	.....	.....	
.....	.....	.....	9 40	B241	241.5		.....	THE ROCK	.....		11	.....	10 30	.....	.....	.....	
.....	.....	.....		B247	247.2		.....	MARNE	.....		20	.....		.....	.....	.....	
.....	.....	.....	10 05 ⁵²	B251	249.4	X	.....	THOMASTON	.....		50	.....	10 05 ⁵¹	.....	.....	.....	
			A.M.			Ar.			Lv.				A.M.				
			Ex.Sun.										Ex.Sun.				
			51										52				

(C. of Ga.)				RAYMOND AND COLUMBUS													
SOUTHBOUND				Station Nos.	Miles From Columbus	TIMETABLE NO. 24 Effective APRIL 26, 1981				Capacity of Tracks in Cars		Track Diagram See Page 32	NORTHBOUND				
SECOND CLASS						STATIONS				Other Tracks	Sidings		SECOND CLASS				
			95 Ex.Sun.										94 Ex.Sun.				
			A.M.			Lv.			Ar.				A.M.				
.....	.....	.....	7 50 ⁹⁴	R364	72.9	Y	.....	RAYMOND	.....		Yard	.....	7 50 ⁹⁵	.....	.....	.....	
.....	.....	.....	8 20	R349	58.5		.....	PRIMROSE	.....		15	.....	7 20	.....	.....	.....	
.....	.....	.....	8 30	R340	49.4		.....	GREENVILLE	.....	P	23	26	7 00	.....	.....	.....	
.....	.....	.....	8 50	R331	39.9		.....	DURAND	.....		6	30	6 35	.....	.....	.....	
.....	.....	.....	9 20	R319	27.7		.....	IDA CASON GARDENS	.....		15		6 10	.....	.....	.....	
.....	.....	.....	9 40	R311	20.3		.....	KINGSBORO	.....		23		5 51	.....	.....	.....	
.....	.....	.....	10 15	R296	5.8		.....	GLENNS	.....		24		5 18	.....	.....	.....	
.....	.....	.....	10 25		0.8		X	SECOND AVENUE	.....				5 05	.....	.....	.....	
.....	.....	.....	10 45	S291	0.0	X	BOWY	COLUMBUS	.....	PN	Yard	.....	5 00	.....	.....	.....	
			A.M.			Ar.			Lv.				A.M.				
			Ex.Sun.										Ex.Sun.				
			95										94				

(C. of Ga.)

(C. of Ga.)

NOTE: Movement from Wansley Jct. to Wansley will be south and movement from Wansley to Wansley Jct. will be north. Authority to operate on this line by train orders only.

CONSULT BULLETIN BOOKS (Rule GR-10)

ALL REGULAR NORTHBOUND Trains are superior to trains of the same class in the opposite direction, in accordance with (Rule S-72).

1. ADDITIONAL INITIAL AND CLEARANCE CARD STATIONS (Rules 4 and 83(c))

A train must receive a clearance card before leaving its initial station except as follows:

Inman Yard (a)	Bremen
Barnesville (b)	Lyerly (b)
Thomaston (b)	

(a) All Alabama Division trains may leave Inman Yard without clearance card, but must receive identity and clearance orally from Operator before leaving.

(b) Trains may leave without clearance cards.

Westbound Alabama Division trains and No. 820 must receive a clearance card before leaving Austell.

Trains using siding between North Conley and Pless will not require clearance card when Train Order Signal displays "Proceed" at Conley.

Trains and/or engines using siding between Fox and Berwin will not require clearance card when Train Order Signal displays "Proceed" at Forrestville.

Engines using Siding or House track, Carrollton, Ga., for switching purposes will not require clearance card when passing Train Order Signal.

2. BULLETIN BOOKS (Rules GR-10, 856, 1011 and 1076)

deButts Yard, Engine Term'l	Atlanta, Armour Yard
deButts Yard, Yard Office	Atlanta, Peachtree Station
Cleveland, Depot	Atlanta, Forest Park Yard
Dalton, Freight Depot	Atlanta, South Yard
Forrestville, Yard Office	Atlanta Industry Yd. Office
Krannert, Yard Office	Brosnan Yard, Yard Office
Inman Yard, Hump Washroom	Brosnan Yd., Engine Term'l
Inman Yard, Pig Tower	Griffin (CofG), Yd. Office
Inman Yard, Air Bleeders Bldg.	Columbus, Yard Office
Inman Yard, Wash Room	Columbus, Engineer's Washroom
Inman Yard, Yard Office	Columbus, 10th Street
Inman Yard	Cedartown Frt. Depot
North End Class Yard	Bremen, Frt. Depot
Atlanta, Pogram Shop	

3. TRAIN REGISTERS (Rules 83, 83(a) to 83(b))

deButts Yard (c)	Columbus, Yard Office
Cleveland Depot (b)	Griffin (CofG Yd. Office) (b)
Inman Yard (d)	Yates (b)
Peachtree Station (a)	Bremen (b)
Brosnan Yard	Cedartown (b)

(a) Only Passenger trains.

(b) Only trains originating or terminating.

(c) Georgia (CofG) Division trains arriving deButts Yard will register on Form 721, placing register slips with waybills. All other trains will register on train register deButts Yard Office.

(d) Separate register for each division.

4. STANDARD CLOCKS (Rule 3)

deButts Yd., Operator's Office	Atlanta, Industry Yd. Office
Cleveland, Depot	Macon, Dispatcher's Office
Dalton, Freight Depot	Brosnan Yd., Oper's Office
Forrestville, Yard Office	Brosnan Yd., Engine Term'l
Inman Yd., Operator's Office	Columbus, Operator's Office
Atlanta, Dispatcher's Office	Griffin (CofG), Yd. Office
Atlanta, Forest Park Yard	Cedartown, Operator's Office

5. RAILROAD CROSSING AT GRADE

a. Interlocked (Rules 98, 300(a) thru 318, 505 thru 671)

Dalton (M.P. 39.9-H)	L&N R.R. (Note 1)
Hair (M.P. 40.2-H)	L&N R.R. (Note 1)
Howell (M.P. 149.9-H)	SCL R.R., L&N R.R.
Woodbury (M.P. 47.0-M)	SCL R.R. (Note 2)
Senoia (M.P. C-269.8)	SCL R.R.
Bremen (M.P. C-323.8)	Alabama Div. (Note 4)
Cedartown (M.P. C-352.1)	SCL R.R. (Note 5)

b. Not Interlocked (Rule 98)

Krannert (M.P. 11.7-K)	Ga. Kraft Lead (Note 3)
Columbus (M.P. 97.6-M)	SCL R.R.
Columbus (M.P. S-270.4)	SCL R.R.
Newnan (M.P. C-286.6)	A&WP R.R.

Note 1 — Signals at L&N crossings are jointly controlled by Southern Dispatcher, Atlanta, and L&N Dispatcher. L&N telephones are located in boxes at each crossing and are equipped with dual locks.

Note 2 — SCL R.R. at Woodbury is protected with derails and dwarf signals equipped with electric locking device; operating instructions are posted in booth near crossing.

Note 3 — Crossing gate is installed on the crossing at grade where the "K" Line Main Track crosses the lead between Howard Yard and Georgia Kraft Company (M.P. 11.7-K) with normal position displaying STOP against movements on the "K" Line Main Track. All movements on the "K" Line Main track must stop, and if crossing is not occupied, and no conflicting movement observed, may change gate to STOP position across the lead from Howard Yard to Georgia Kraft Co. After movements have been completed, gate must be returned to normal position across "K" Line Main Track. All movements on the lead must approach the crossing at grade prepared to stop, and STOP if gate is lined against movements.

Note 4 — Interlocking signals and switches are controlled by Operator, Anniston, Ala.

Note 5 — Operative approach signals are located for Northbound movement at M.P. C-351.2 and for Southbound movement at M.P. C-352.6, governed by Rules 300(f), 311, 312, and the following instructions:

(a) NORTHBOUND MOVEMENT:

Train occupying approach circuit to SCL Automatic Interlocking will start time which will clear the operative approach signal. If approach signal fails to clear, train will stop short of approach signal. Trainman will go to "Push Button" box located on signal mast and observe indicator light, and wait until either indicator light is illuminated or eight minutes, then push "Push Button," and hold in for thirty seconds. If signal does not clear at this time, the train will proceed to the final approach circuit which is two hundred fifty feet preceding interlocking home signal. If home signal fails to clear, see paragraph (c).

(b) SOUTHBOUND MOVEMENT:

Train occupying approach circuit to SCL automatic interlocking will start first approach time which will clear the operative approach signal. If train does not occupy second approach circuit at M.P. C-352.5 within four minutes, the first approach will time out and interlocking home signal will go to stop. When the second approach becomes occupied, home signal will re-clear. If the third and final approach circuit at M.P. C-352.2 is not reached within 3½ minutes, Home Signal will display a stop indication until final approach is occupied. If Home Signal indication fails to clear, see paragraph (c).

(c) DISPATCHER NOTIFICATION:

If the signal at Seaboard Interlocking, Cedartown, Georgia, fails to clear for movement on Southern, a crew member will contact the Seaboard Dispatcher via telephone before operating time release to determine if a conflicting move is in the block. If unable to contact Seaboard Dispatcher, crew member must contact Operator at Cedartown for further instructions.

6. JUNCTIONS

a. Interlocked (Rules 98, 300(a) thru 318, 505 thru 671)

Citico Junction	Kentucky Division
Ooltewah (M.P. 15.2-H)	Tennessee Division
Cohutta (M.P. 26.7-H)	"I" Line
Fairbanks Junction (M.P. 2.7-K)	"C" Line
Fox (M.P. 78.1-H)	"K" Line
Chambers (M.P. 86.7-H)	Old "C" Line
Green (M.P. 92.0-H)	"C" Line
Austell (M.P. 134.7-H)	Alabama Division
Howell (M.P. 149.9-H)	Piedmont Div., L&N & SCL R.R.
Macon Terminal Sta. (M.P. 240.5-H)	Coastal Division
Spring ("H" Line (M.P. 152.4-H)	"S" Line

6. JUNCTIONS (Cont'd)

a. Interlocked (Cont'd)

(Rules 98, 300(a) thru 318, 505 thru 671)

Oakland Junction (M.P. S-291.5) A&WP R.R.
 East Point (M.P. S-288.2) A&WP R.R.
 Experiment (M.P. S-252.9) "M" Line & "C" Line
 Third Street Jct. (M.P. S-192.6) Coastal Division
 Bremen (M.P. C-323.8) Alabama Division
 Muscogee Jct. (Columbus) Coastal Division

b. Not Interlocked (Rule 98)

Cleveland (M.P. 0.0-I) Tennessee Division
 Inman Yard (3 Thoroughfare) L&N R.R.
 Armour Yard Decatur St. Belt
 Decatur St. Yard (Atl. Belt) Ga. and A&WP R.R.
 McDonough (M.P. 182.2-H) "M" Line
 Columbus Coastal Division
 Atlanta, Spring Track (M.P. S-293.8) A&WP R.R.
 Griffin (M.P. S-251.7) "M" Line
 Barnesville (M.P. S-233.7) "B" Line
 Raymond (M.P. C-280.9) "R" Line
 Wansley Jct. (M.P. C-302.1) "WA" Line

7. DRAWBRIDGES

None.

8. TWO OR MORE TRACKS

(Rules 5, S-89(c), 98, D-151 thru D-155
D-251, 300(a) thru 318 and 505 thru 671)

TWO TRACKS EXTEND BETWEEN:

Ooltewah (M.P. 226.7-A) and Citico Jct. (M.P. 238.0-A)
 Austell (M.P. 134.7-H) and Bolton (M.P. 145.5-H)
 Spring (M.P. S-294.3) and Hapeville (M.P. S-285.5)
 Irving (M.P. S-248.6) and Experiment (M.P. S-252.9)
 Howell (M.P. 149.9-H) and Constitution (M.P. 158.8-H)
 Howell (M.P. 635.0) and Foremost (M.P. 630.9)
 North Macon (M.P. 239.1-H) and Macon Terminal (M.P. 240.4-H)

Within Remote Control and C.T.C. Territories, tracks are numbered as follows:

Between:

Ooltewah (M.P. 226.7-A) and Citico Jct. (M.P. 238.0-A)
 Austell (M.P. 134.2-H) and Bolton (M.P. 145.5-H)

No. 1 Track on West Side
 No. 2 Track on East Side

Between:

Howell (M.P. 149.9-H) and Constitution (M.P. 158.8-H)
 Howell (M.P. 635.0) and Foremost (M.P. 630.9)
 North Macon (M.P. 239.1-H) and Macon Terminal (M.P. 240.5-H)
 No. 1 Track on East Side
 No. 2 Track on West Side

9. AUTOMATIC BLOCK SYSTEM

(Rules 300(a) thru 318 and 505 thru 521 and 607)

Automatic Block Signal Rules are Effective Between:
 deButts Yard (M.P. 240.2-A) and Macon Terminal (M.P. 240.5-H)
 Spring (M.P. S-294.3) and Brosnan Yard
 Howell (M.P. 635.0) and Foremost (M.P. 630.5)
 Muscogee Jct. (M.P. 288.6) and M.P. 289.3, Westbound Track
 M.P. 289.6 and Muscogee Jct. (M.P. 288.6), Eastbound Track
 Between Pless and North Macon, and between Experiment and
 Irving, the waiting time provision of Rule 517 is five (5) minutes,
 instead of three (3) minutes.

10. TRAIN MOVEMENTS

(Rules 5, 82 thru 671)

a. CENTRALIZED TRAFFIC CONTROL SYSTEM (CTC)

(Rules 300(a) thru 318 and 530 thru 560)

CTC is effective between:

Constitution (M.P. 158.8-H) and Pless (M.P. 164.4-H)
 Summit (M.P. 230.4-A) and Nickajack (M.P. 140.0-H)
 Fox (M.P. 0.0-K) and Fairbanks Jct. (M.P. 2.7-K)
 Fairbanks Jct. (M.P. C-372.9) and Krannert Jct. (M.P. C-382.1)
 Armour (M.P. 632.5) and Foremost (M.P. 630.9)
 Rutland Jct. and Irving (M.P. S-248.6)
 Experiment (M.P. S-252.9) and Lee (M.P. S-280.1)

The following sidings in CTC Territory are signaled sidings:

Between Chattanooga and Atlanta — SOU

Cohutta to Still
 Phelps to Freeman
 Davis to Sugar Valley
 Warren to Pinson
 Smith to Lindale
 Brice to Green
 Aragon to Perkins
 Roy to McPherson
 Oak to Clark

10. TRAIN MOVEMENTS (Cont'd)

a. CENTRALIZED TRAFFIC CONTROL SYSTEM (CTC) (Cont'd)

Between Atlanta and Macon — SOU

North Conley to Pless

Between Macon and Atlanta — CGA

None

The following sidings in CTC are controlled sidings (Rule 105):

Between Chattanooga and Atlanta — SOU

Hair to Walnut

Berwin to Fox

Finch to Braswell

Between Atlanta and Macon — CGA

N. Jonesboro to Jonesboro

N. Hampton to S. Hampton

N. Barnesville to Barnesville

Barnesville to S. Barnesville

N. Collier to S. Collier

N. Smarr to Smarr

Payne to S. Payne

Main track switches not equipped with electric locks are located as follows:

Between Third St. Jct. (M.P. S-192.6) and Hapeville (M.P. S-285.5)

M.P. S-203.1

M.P. S-234.7

M.P. S-237.4

M.P. S-238.5

M.P. S-240.1

M.P. S-242.6

M.P. S-242.7

M.P. S-243.3

M.P. S-254.2

M.P. S-257.7

Between Rutland Junction and Third St. Jct. (M.P. S-192.6)

All Switches

Between Third St. Jct. and Hapeville, no trains or engines shall clear the main track at any of the above switches. While movement is using such tracks, an engine or car must continuously occupy the main track or main track switch must be kept continuously set for movement into such track. The throw lever of switch stand of each of these switches is painted yellow as a reminder at the location that neither train or engine shall clear the main track at such switch.

Between Fox (M.P. 0.0-K) and Fairbanks Jct. (M.P. 2.7-K)

All Switches

Between Fairbanks Jct. (M.P. C-372.9) and Krannert Jct. (M.P. C-382.1)

All Switches

b. REMOTE CONTROL TERRITORY

(Rules 530 thru 560)

(1) Remote Control is effective between: (Two Tracks)

Citico Jct. (M.P. 238.0-A) and East End Ave. (M.P. 337.0)
 Summit (M.P. 230.4-A) and Citico Junction (M.P. 238.0-A)
 Nickajack (M.P. 140.0-H) and Bolton (M.P. 145.5-H)
 Howell (M.P. 149.9-H) and Constitution (M.P. 158.8-H)
 Howell (M.P. 635.0) and Armour (M.P. 632.5)
 North Macon (M.P. 239.1-H) and Macon Terminal Sta. (M.P. 240.4-H)
 East Point (M.P. S-288.1 to M.P. S-288.3)

The two main tracks are signaled for traffic in either direction and trains and engines will move on either track in either direction by block signals according to Rules 530 thru 560.

(2) Remote Control is effective between: (Single Track)

Citico Junction (M.P. 238.0-A) and "CT" Tower
 Howell (M.P. 149.9-H) and Bolton (M.P. 145.5-H)
 Lee (M.P. S-280.1) and Hapeville (M.P. S-285.6)
 Scherer (M.P. 218.8-H to M.P. 218.9-H)

Trains or engines will run on single track by block signals according to Rules 530 thru 560.

Interlocked Switches are Controlled as Follows:

Location	M.P.	By Operators
East End Ave.	337.0	C. T. Tower
Pratt	336.2	deButts Yard
Webb	334.6	deButts Yard
Pierce	333.3	deButts Yard
Boyce	331.7	deButts Yard
Citico Junction	238.0-A	deButts Yard
Brown	237.4-A	deButts Yard
Spell	236.7-A	deButts Yard
Williams	236.0-A	deButts Yard
Jersey	235.0-A	deButts Yard
Bolton	145.5-H	Inman Yard
Perry	146.7-H	Inman Yard

b. REMOTE CONTROL TERRITORY (Cont'd)

Interlocked Switches are Controlled as Follows: (Cont'd)

Location	M.P.	By Operators
Rockdale	148.9-H	Inman Yard
Howell	149.9-H	L&N Operator
Spring	152.4-H	Inman Yard
Wells	154.2-H	Inman Yard
Henderson	155.4-H	Inman Yard
East Point	S-288.2	Inman Yard
Scherer	219.8-H	Brosnan Yard
North Macon	239.1-H	Inman Yard
Macon (Terminal Sta.)	240.5-H	Brosnan Yard
Mead	4.6-G	Brosnan Yard
Central of Ga. Jct.	5.5-G	Brosnan Yard
Bremen	C-323.4	Anniston, Ala.

c. OTHER TRAIN MOVEMENTS

(1) Division Wide

All locomotive engineers and locomotive engineer trainees who operate locomotives in the state of Tennessee must have on their person Southern Railway approved Operator's Permit as required by State Law.

Where it is known that a road crossing will be blocked over five (5) minutes, the Conductor and/or Engineer will arrange to have a crew member in place to cut train, if necessary to avoid delays to the public.

When a train can be stopped short of crossing to avoid blocking it, arrange to do so. If there is an emergency that prevents the crossings from being cut, the conductor on the train will immediately notify the Chief Dispatcher, by the quickest available means of communication, telling him why the crossing cannot be cut, and approximately how much longer it will be blocked.

While a train or engine is operating under a restricted proceed signal indication, the following instructions are in effect on the Georgia Division:

1. Spring Switches - A crew member must be on the ground at all facing point spring switches, examine the points for proper fit and remain there until the leading wheel properly gets on to the point.

Exception: This procedure is not required when spring switch is equipped with a spring switch light displaying the color green.

2. Non power Switches - A crew member must be stationed in the leading end of the locomotive approaching all non-power facing point switches. If it cannot be determined from this vantage point that the switch points fit properly, the crew members must dismount and inspect the points for proper fit.

The movement of loaded chip cars immediately ahead of aggregate cars is prohibited.

At each location where a freight car is placed in a train and a person designated under 215.11 is not on duty for the purpose of inspecting freight cars, the freight car shall, as a minimum, be inspected for the imminently hazardous conditions listed below that are likely to cause an accident or casualty before the train arrives at its destination. These conditions are readily discoverable by a train crew in the course of a customary inspection:

1. Carbody
 - a) Leaning or listing to side.
 - b) Sagging downward.
 - c) Positioned improperly on truck.
 - d) Object dragging below.
 - e) Object extending from side.
 - f) Door insecurely latched.
 - g) Broken or missing safety appliance.
 - h) Lading leaking from a placarded hazardous material car.
2. Insecure coupling.
3. Overheated wheel or journal.
4. Broken or extensively cracked wheel.
5. Brake that fails to release.
6. Any other apparent safety hazard likely to cause an accident or casualty before the train arrives at its destination.

A multiple copy switch list will be prepared at the loading point of all unit coal trains. A copy of this list will move with the Train and the Conductor will note any cars set out. The Conductor at the destination will verify this list by checking it against the actual cars delivered and note any discrepancies. This verified list will then be delivered to the governing agency at destination for permanent record and accounting purposes.

Trains, other than outlying assignments, must have operable radio on the control unit before departing initial terminal. Radio failures between terminals or at outlying points must be reported to the Chief Dispatcher.

c. OTHER TRAIN MOVEMENTS (Cont'd)

A number of personal injuries have occurred recently due to employees falling inside of cabooses due to slack action. In order to prevent this type of injury, all occupants of cabooses are to be seated at points where slack normally runs in or out, and at all times when speed of train is 10 MPH or less, except as follows:

1. Getting off caboose, or preparing to get off.
2. Boarding caboose.
3. Crossing from one side of caboose to the other to observe train.
4. Receiving train orders at Train Order Office.
5. Protecting shoving movements.
6. Complying with Rules 19 and 99.

Employees should not stand on the outside of cabooses except when necessary to perform their duties.

All cabooses on the Georgia Division are to be left with both doors closed and locked, all lights and radio turned off, and windows closed when the crews go off duty and leave the caboose. This will be done at all tie-up locations except Inman Yard, deButts Yard, Brosnan Yard and Columbus Yard, without fail. If for some reason the caboose cannot be secured as stated above, the crew will immediately notify the Georgia Division Chief Dispatcher explaining the situation. Additionally, to prevent freezing of toilet during cold weather, fire should be left burning in the stove.

Conductor's Report of Pulpwood Inspection, Form 83, must be completed each time pulpwood cars are turned down.

One copy is to be given to customer with an explanation. If the woodyard is closed, the customer's copy must be left at a location easily discovered, such as a mail box or under door of office.

One copy is to be given the governing agent.

The final copy is to be mailed to the appropriate trainmaster.

(2) Between Chattanooga and Atlanta ("H" Line)

Crews must receive clearance from the main tower deButts Yard before moving locomotives from the Diesel Shop. When moving Northward from the Diesel Shop to Tinker Street Bridge, crews must stop in the clear of the first crossover South of Tinker Street Bridge and call the main tower for further instructions.

All Southbound traffic moving to the Diesel Shop will use the East Engine Lead. All Northbound traffic moving from the Diesel Shop will use the Middle Engine Lead. Dwarf signals governing train movements are located on Engine Thoroughfare Track. Northbound movements are governed by three signals. Southbound movements are governed by two signals. Rules governing are 309 and 310.

All train and yard movements entering the Receiving Yard at deButts will be governed by the following:

- (1) Train and yard movements MUST communicate with the Yardmaster to determine the Receiving Yard Track to be used.
- (2) Each track indicator light located on the south or north end of the Receiving Yard MUST correspond with the information received from Yardmaster as to which track to use.
- (3) In the event the track indicator lights do not correspond with information received from Yardmaster, train or yard movement MUST communicate with the Main Tower PRIOR to entering any track in the Receiving Yard in order to ascertain the correct track to be used.

Conductors on trains originating Cleveland, Tenn., must check their waybills to determine that they have the proper cars for the destination of their train. Conductor will also prepare list of all cars to be set off at Forrestville giving copy of list to Forrestville operator.

All Southern Railway System Road and Yard Engines are prohibited from using the Georgia Power Company track known as the Loop Track at Krannert, Georgia.

Siding between Hair and Walnut cannot be used north of crossover except to set off and pick up cars. South switch from siding to South Yard will be lined to South Yard to serve as derail.

Northbound trains working the woodyard at Sugar Valley (M.P. 54.7-H) will not allow their train to block the main crossing at M.P. 55.2-H.

10. TRAIN MOVEMENTS (Cont'd)

Manual block is effective on the "K" Line between Fairbanks Jct. (M.P. 2.7-K) and the railroad crossing at Krannert (M.P. 11.7-K). Movements in and thru this block will be governed by the Operator at Forrestville.

Before entering this block at Fairbanks Jct., the movement must be authorized by one of the following procedures:

- (a) Obtain Clearance Card, Form 603, from the Operator showing "Block Clear." Operator will retain copy.
- (b) Conductor or Engineer fill out Clearance Card on information from Operator by radio showing "Block Clear" or "Block Occupied." Operator will retain copy.

Before entering this block at Krannert, the movement must be authorized as follows:

- (a) Conductor or Engineer fill out Clearance Card on information from Operator by radio showing "Block Clear" or "Block Occupied." Operator will retain copy.

Trains or engines must not enter this block until all opposing movements have cleared the block. Trains and engines receiving Form 603 showing "Block Occupied" must move through the entire block at restricted speed.

Report must be submitted to Operator that the block is clear after completion of the movement in or through the block.

When Knoxville and Atlanta bound trains find it necessary to stop at M.P. 227.3-A, trains must make stop at "clear this post" sign installed at this location.

(3) Atlanta Terminal

Crews using the inbound leads to Inman yard between Bolton and the receiving yard must know inbound lead number to be used before entering and use only designated lead in making their move.

Trainmasters, Yardmasters and Conductors must designate inbound lead to be used when issuing their instructions and crews are to acknowledge by repeating the designated inbound lead before occupancy.

Trains, engines or cuts using the Inman Thoroughfares, including old inbound, new inbound, and #1, #2, and #3 Thoroughfare, Local Thoroughfare and Engine Thoroughfare, will line all switches connected with any crossover to another track or another thoroughfare before movement is made through either switch. If a movement on one of the above thoroughfares is not through the crossover, both switches of the crossover will be lined away from the thoroughfare.

Four dwarf signals govern movement over the crossover between the No. 1 inbound freight lead and the local thoroughfare at the north end of the ramp track. Two dwarf signals govern movements (one for each direction) on the local thoroughfare under the hump bridge. Two additional dwarf signals together with the southbound signal under the hump govern movement over the spring switch connecting the local thoroughfare with the Engine Thoroughfare just north of the engine terminal. All eight of these signals will automatically display a restricted proceed (Rule 309). When displaying a stop indication (Rule 310), or light is not burning, authority must be received from the Terminal Trainmaster in Inman Tower before proceeding.

All movements in the engine terminal, Inman Yard, Atlanta, Ga., will stop short of derails, and a crew member is to stand on the ground at the derail, observing that derail is in off position before movement is completed.

All crews yarding trains or yard cuts in the Receiving Yard will apply four (4) hand brakes on the four (4) north cars, excluding the caboose. No hand brakes are to be applied on cabooses, unless the caboose is yarded singularly, then sufficient brakes will be applied to secure the caboose.

A crew member must be on the leading end of engines to protect movement at all times when pulling and/or moving out of north end of Class and/or Forwarding Yard until engine enters the power switches at North Inman. The switchmen will not go north of the panel board unless instructed to do so by his Foreman.

Engines working on south end of Class Yard (hump) coupling tracks, must have permission from the main tower and must know that the track is blocked out before entering the track. Engines, after entering a track, must not get out of the clear of that track before again receiving permission from the main tower.

Instructions for the operation of engines and yard crews working at North End of Inman Class Yard are as follows:

1. Instructions as to the proper operation of the panel board controlling the electric switches are posted on the panel board. These instructions must be complied with.

(3) Atlanta Terminal (Cont'd)

2. All tracks must be blocked out through the yardmaster at the North Tower. All crew members must know the number of the track they are to use, and know that it is blocked out before attempting to couple cars.

3. All ground crew members must get off when engine goes north of the panel board office unless instructed otherwise by yard foreman.

4. Both switchmen must be in place when there is any switching to be done.

5. Yard foremen must instruct their crews of moves to be made and know that they understand. Crews must repeat all instructions to the foreman.

6. Yard foremen must be aware of all moves being made and protect their crews from any conflict of movement.

7. Yard foremen must be in panel office at all times while their crew is using the electric switches. They must know that all switches for their movement are properly lined and locked at all times while movement is in progress.

8. Shove lights must be observed at all times when shoving movement is being made in the forwarding yard tracks. Anything other than a continuous burning shove light will be observed as a stop indication.

9. Each track pulled from the class yard must be checked and it is known that there are no mismatched couplers before the track is pulled.

The operating instructions for panel board that controls power switches at North End of class or Forwarding Yard at Inman Yard, Atlanta, Ga., follows:

1. Select desired entrance point on panel and press pushbutton at this location. Green light at entrance point will burn steady.
2. Green lights at all available exit points will flash.
3. Select desired exit point by pressing push button at that location.
4. Flashing green lights at other exit points will go out and selected exit light will continue to flash.
5. All power switches in requested route will automatically throw to proper position. Yellow lights on panel will indicate position of each power switch.
6. Flashing green light at selected exit point will change to steady when requested route is lined and locked. Also, red lock lights located under emergency switch levers will burn when switch or crossover is locked for movement.
7. The trackside "P" switch indicators located at each switch in route will flash green if switch is normal or flash yellow if switch is reverse.
8. The flashing "P" switch indicators will change to steady when train enters route.
9. Green entrance and exit lights on the panel will go out when train enters route, and red track lights will come.
10. Once the movement has started and the rear car has not entered the plant, and red lock lights indicate all switches locked, a reverse movement can be made with permission of the foreman operating the panel board. If the rear car has entered the plant, the movement must move through the entire route before a reverse movement can be made with the following exceptions:
 - (a) Intermediate entrance point push buttons (large silver knobs) numbers 14-20-22 and 24 may be used to line reverse moves within the plant when movement has cleared the circuits ahead of the intermediate push button.
 - (b) You must follow the above instructions when using the intermediate push button as the entrance point to reverse your move.
11. Red track lights and red lock lights will go out after movement is made through entire route.
12. If a route is selected and movement not made, the entrance point push button must be pulled to cancel route. One minute time is required before route is cancelled, power switches unlocked and red lock lights go out. A new route may then be selected.
13. After instructing engineer of move to be made, observe panel board at all times until movement enters route selected and that no one interferes with route that you have lined.
14. Stand directly in front of the panel board at all times when pressing the push buttons to establish routes and remain in that position until movement enters the selected route.

10. TRAIN MOVEMENTS (Cont'd)

c. OTHER TRAIN MOVEMENTS (Cont'd)

(3) Atlanta Terminal (Cont'd)

A member of the crew making shoving movement over Horn switch, or Lemon Track switch, at North Inman will be stationed at the switch to determine that it is properly lined for their movement until wheels of leading car pass over switch point. Other switches to this crossover will be lined in correspondence as per Operating Rule 104(e).

Shove Movements to L&N - SCL - Atlantic Steel.

After the movement has pulled high at Howell Interlocking Plant, stopped and automatic brake has released, the ground crew will communicate with the engineer via radio informing him that an emergency brake application is going to be made by use of the back-up hose. After the emergency brake application is made, they will again communicate with the engineer and determine if the emergency brake application was effective on the engine. The engineer will not move until he has radio communication with his ground crew and a successful emergency brake test has been made.

At no time will a shoving movement be made to any of these tracks until the crew, with a radio in good order, has a back-up hose in use and a successful emergency brake application made on the train and/or cut of cars being handled, or the train or cut is of such length that the movement can be made by hand signals.

When moving toward L&N with an interchange delivery and an emergency application occurs for any reason, the following procedures will be followed:

1. Determine cause of emergency.
2. Correct cause and determine if the cut is safe for movement.
3. Determine if air is being restored to rear car.
4. Charge air for at least 15 minutes before starting movement or before cutting the interchange delivery for any reason.
5. In case of crew change, relief crew will determine that the above procedures have been complied with before movement is started or cut made.

When necessary to back train or cut in Receiving or Forwarding Yard from South End, the following procedure will be used:

1. Pull train clear of switch that train will be backed into yard (Forwarding Yard and Receiving Yard).
2. Stop train, when clear of reverse move switch, with all slack stretched (stall train out).
3. When told to make reverse movement (back up) engineer will place dynamic brake in full braking position (#8).
4. Release independent brake and with signals or communication from person riding rear of train into track, proceed to back in yard.
5. If dynamic brake does not fully retard train or cut backing into yard, air brake can be used to supplement and retard train at desired speed. Cycle brake on and off to get desired results in speed and conform to signal received from rear.
6. When train is in clear or is stopped by signal, use train line brake to make reduction for stopping.
7. Do not exceed a speed of 8 MPH while backing up move is being made.

When yarding inbound trains from the south, the following procedure will be used from Jefferson Street (M.P. 150.8-H) to the Inman Hump:

- 1) Pass Jefferson Street not exceeding ten (10) MPH, with dynamic brake applied.
- 2) Do not exceed five (5) MPH or 400 AMPS in dynamic braking, from the inbound camera at Howell (M.P. 149.9-H), until at least one half of the train is by the camera at Howell.

The Rail and Fab Plant Facilities at Inman Yard must be switched with air.

When the track circuit light governing the south end of a track in the pig yard is displaying a light on the panel board in the pig yard tower, it must be known that cars are in the clear on the south end of the track before a move is made in the group unless proper protection is provided.

Manual block is effective on Decatur Street Belt Line between Armour Yard and Clearance Point of connecting switch between the Regular Main and Old Main track at Ponce de Leon Avenue and will be operated between the operators at Inman Yard and conductors by telephone or as otherwise provided. Permissive for following movements and Absolute for opposing movements. Conductors, upon receiving permission to enter block will show on Clearance Card, Form 603, the date, engine number and condition of block ("clear" or "occupied") as given by the operator and deposit copy in box near telephone.

Engines moving between Decatur Street Yard and Ponce de

Leon Avenue will use extreme caution expecting to find other engines switching between these points on either main track.

Engines receiving block that are making a straight move from Armour Yard to Decatur Street Yard may go to Decatur Street to report clear but engines moving from Armour Yard with work to do must report clear on arrival at Ponce de Leon Avenue.

Trains and engines using the 3rd Main Track between Howell (M.P. 150.3-H) and North Avenue Yard (M.P. 152.0-H), in a southward direction will be governed by signal indications at Howell. Trains and engines using the 3rd Main Track between North Avenue Yard and Howell northward must receive clearance from the operator at Howell via the telephone located at North Avenue Yard or by radio or through the operator at Inman Yard. Trains and engines using the 3rd Main Track northward between Spring and North Avenue Yard will be governed by signal indications at Spring to and including North Avenue Yard. Trains and engines moving southward between North Avenue Yard and Spring must receive permission from operator at Inman Yard.

While switching at industries located on Fair and/or Walker Street industrial tracks, cars will not be left standing unless they are protected from rolling to the main line by an operating engine and/or derailed.

While switching at office car tracks, located behind office building at Spring Street, passenger equipment and/or tow engines will not be left standing on main line or where they may roll to the main line, unless they are protected by an operating engine on the north end.

Because of close overhead clearances, crews are not to switch with and/or place for unloading any box type cars under the overhead crane across the Motor Shop Lead at South End of Pegram Shop, unless accompanied by a Supervisory Officer from either the Mechanical or Transportation Department.

Between Spring, East Point and Hapeville, the two tracks are identified as follows:

- Track on West Side, Southbound Main (No. 1)
- Track on East Side, Northbound Main (No. 2)

Unless otherwise provided, movements on either main track will be made only in the assigned direction by Automatic Block Signal indications. Before fouling either main track or crossing over from one main to another, authority must be obtained from the operator at Inman Yard, who must first ascertain that there are no conflicting movements. Once such authority has been obtained, switches must be lined, and a waiting period of three (3) minutes must be observed (except where signal governs movement).

The two yard tracks adjacent to northbound main track No. 2 and extending between the south limits of East Point Interlocking and south end of Industry Yard are directional yard tracks, and movement on these tracks must keep to the left. The southbound track is designated as Directional Yard Track No. 4 and the northbound track is designated as Directional Yard Track No. 3.

Southward movements against the current of traffic between Spring and East Point must obtain Clearance Card, Form 603, from the Operator at Inman Yard who will provide protection for this move by holding conflicting northward movements at East Point until the movement against current of traffic is completed.

Southward movements against the current of traffic between East Point and end of two tracks, Hapeville, must obtain Clearance Card, Form 603, from the Operator at Inman Yard who will provide protection for this move by display of stop indication and holding conflicting northward movements at Mountain View (M.P. S-283.7) until movement against the current of traffic is completed.

Northward movements against the current of traffic between beginning of two tracks, Hapeville, and East Point must obtain Clearance Card, Form 603, from the Operator at Inman Yard who will provide protection for this move by holding conflicting southward movements at East Point until the movement against current of traffic is completed.

Northward movements against the current of traffic between East Point and Spring must obtain Clearance Card, Form 603, from the Operator at Inman Yard who will provide protection for this move by holding conflicting southward movements at Spring until the movement against current of traffic is completed.

(4) Between Atlanta and Macon ("H" Line)

When spotting empty equipment above loading bins at Vulcan Materials Quarry, Stockbridge, Ga., engines will not be operated beyond first road crossing above loading bins.

All commercial cars will, to the extent practicable, be spotted between the clear point above the tipple and the clear point at the upper crossover switch on Track #2.

10. TRAIN MOVEMENTS (Cont'd)

c. OTHER TRAIN MOVEMENTS (Cont'd)

(4) Between Atlanta and Macon ("H" Line) (Cont'd)

When necessary for engines to remain coupled during loading process, the cut held to must not consist of more than 25 cars, and locomotives must not be operated any further under load bins than necessary to set up scales.

Anytime a crew is spotting cars above the bin for loading or performing switching in the storage tracks in such a manner that Vulcan employees could drop cars into the storage tracks, a member of the train crew must walk to the plant and advise plant employees that rail switching is in progress. The crew member will then activate the revolving light and leave activated until switching operations are complete. A member of the crew will then deactivate the light switch. The switch is located on the inside of the north bin leg on the upper end.

Cars spotted above the bins must have hand brakes applied on both ends of the cut so that, as cars are loaded, hand brakes will secure the remaining empty equipment. Crews must see that all tracks used are clear of rock to prevent derailling equipment.

No cabooses are to be operated under the loading bins.

When empty ballast trains are left at Vulcan Materials, Stockbridge, for loading, leave the caboose on one of the north legs of the wye, instead of the south leg.

Conductor on trains making a pick up or set off at Stockbridge and/or McDonough, must book the entire pick up or set off on a switch list showing the car initial and numbers, date, time, train number, and conductor's signature, and leave it in the waybill box at Stockbridge and/or McDonough. The completed list can be substituted for a Form 612. This also includes all Unit Ballast Trains.

All northbound trains setting off in storage track, McDonough, Georgia, must shove to coupling. If no cars in storage track, set off must be left south of road crossing.

A gate and derails have been installed on main track at M.P. 1.3-M and that portion of main track between M.P. 1.3-M and M.P. 9.3-M is being used for a practice track for Engineer's training school. Trains or engines must not occupy this track between above locations without first contacting Road Foreman of Engines at the training school for permission to do so.

Bibb Mfg. Company Track, Percale (M.P. 218.5-H), must not be used to set off cars with hot boxes, due to close location of the plant's LP gas storage tanks.

Conductors on trains making a set off at Scherer and/or Arkwright will book the entire set off on a Form 612, or a switch list showing car initial and number, date, time, train number, and conductor's signature. This list will be retained by the Conductor and turned in to Inman Yard in a separate envelope addressed to the Agent, Terminal Control at Inman, as soon as possible. The waybills for Arkwright set out, will be left in the waybill box at Arkwright. Waybills for Scherer will be turned in to the Agent, Terminal Control at Inman Yard.

Conductors on trains picking up cars at Scherer and/or Arkwright will book the entire pickup on a Form 612, or a switch list showing the same information requested in the above paragraph. Upon arrival at Inman, this list will be turned in to Inman Yard in a separate envelope addressed to the Agent, Terminal Control at Inman.

At any time, if cars for Scherer and/or Arkwright are set off short of destination, the Conductor will leave the waybills and booking list at the set off location, advising the Chief Dispatcher of that location.

All loaded coal cars set off at Arkwright must be set off from the south end, in order to keep the oldest cars north-out in the set off tracks. Conductors will check every waybill of coal to be sure each one is billed to Georgia Power Company at Arkwright, before your train sets off. If you find some cars that are not billed to Arkwright, immediately notify the Chief Dispatcher and switch them out, taking them on to Macon. Also, take the waybills for those cars to Macon.

Trains picking up at Arkwright, Georgia, must leave train far enough south so that north crossing remains clear after picking up.

(4) Between Atlanta and Macon ("H" Line) (cont'd)

Six wheel truck locomotives may occupy storage and plant tracks Arkwright, not exceeding five (5) MPH.

Trains from Macon having a "North Shorts" block (presently identified as a Palmer Block) must advise Atlanta Chief Dispatcher, before leaving Macon, the various destinations contained in this block.

(5) Between Atlanta and Macon ("S" Line)

Neither engines nor cars will be allowed to operate directly between the Travenol track and the Runaway track at the Southern Bonded Industrial Park (M.P. S-276.6), Morrow, Georgia.

When switching Allied Concrete, Morrow, Ga. (M.P. S-276.0), couplings to cars located south of the unloading pit must be made with light engine only, account cars are very close to wheel stops at end of track.

Between Experiment and Irving, movements in either main track will be made only on Automatic Block Signal Indications. Authorization for movement against the current of traffic must be obtained from Macon Dispatcher.

Cars of excessive height or width, cars having an automatic refrigeration or heating apparatus in operation, or a car with open flame apparatus or internal combustion engine in operation, or cars containing lighted heaters, stoves or lanterns are not allowed inside the gate at Dixie Pipeline Company (M.P. S-243.1), Milner, Georgia. No loaded tank cars can be left in the runaround track, as they must be moved away by the train switching that industry or left in the plant. Engines must not be operated inside the gate.

Flip-flop derails are located at the crest of the hill on the lead, 380 feet south of the main line derail, on both Track #1 and Track #2, at the Dixie Portland Flour Mill (M.P. S-238.5). These derails will be left locked in derailling position when not being used. At no time will cars be left standing on the hill between the main line derail and the flip-flop derails.

No more than 5 loads per working engine will be shoved up the initial grade and curve at Dixie Portland Flour Mill, Milner, Georgia (M.P. S-238.5).

Equipment moving over scale at Dixie Portland Flour Mill, Milner, Ga., (M.P. S-238.5) must have all hand and air brakes in the fully released position so that wheels will not slide and damage scales.

Train crews must inspect trains handling pulpwood and be assured there are no shifted loads before passing overhead bridges entering Macon (M.P. S-193.7 to M.P. S-192.5).

(6) Between Griffin and Columbus ("M" Line)

All trains must notify the Agent/Operator at Griffin Freight when passing the Yard Limit Board (M.P. 22.8-M) in either direction.

No cars will be placed on siding between Jordan Drive and Pitts Drive, Waverly Hall, Georgia, except when there is no remaining space on this track.

Crews approaching Columbus, Georgia, via "M" line (Griffin-Columbus) will notify Columbus Yardmaster via radio when they pass the Yard Limit Board.

(7) Between Chattanooga and Griffin ("C" Line)

Trains and engines approaching deButts Yard from Cedartown District, before passing M.P. C-441, will contact Yardmaster deButts Tower for instructions. He must be advised of location and number of cars in train.

Train movements will not be made through doors of Roper Plant (M.P. C-420) Lafayette, Georgia, until doors are completely open.

The main street crossing into Riegel Mills, Trion, Georgia, must not be blocked or switched over between the hour of 4:00 P.M. and 4:15 P.M.

Between the signal at M.P. C-359.2 and Green, northbound trains must provide flag protection for following movements as required by Rule 93, unless otherwise provided for by Train Order.

10. TRAIN MOVEMENTS (Cont'd)

c. OTHER TRAIN MOVEMENTS (Cont'd)

(7) Between Chattanooga and Griffin ("C" Line) (Cont'd)

Southbound trains will contact the Alabama Division Dispatcher at M.P. C-333.0 and advise him that train is approaching Bremen. To prevent blocking of street crossings the signal at M.P. C-324.4 must not be passed unless signal is displaying a clear indication or you receive advice that signal has malfunctioned.

When working transfer or industries at Bremen, and it is necessary to cut away from your train, you must not foul interlocking limits of the crossing at grade causing unnecessary delay to Alabama Division trains. The insulated joints governing this interlocking plant have been painted silver.

Cars must not be left parked outside gate at Southwire Number One, and no cars may be left standing with motive power detached on Number Three and Four Lead between first road crossing on lead and main line at Southwire, Carrollton, Ga.

Radio control trains operating into Yates or Wansley will be operated on return trip with master radio unit on the head-end, unless otherwise instructed.

Conductor will inspect to see that all hopper car doors are closed and locked before departing Wansley. This inspection will be performed at the Loop Track Switch after unloading. Additionally, notification will be given to Georgia Power Company employee (who will also be at Loop Track Switch) as to condition of doors upon completion of inspection. If Conductor is unable to inspect, he will designate another member of his crew, who is qualified to perform this inspection. Additionally, when unloading air dump coal trains, a crew member will be stationed at the hot rail to see that the doors lock shut.

While unloading coal trains at Wansley, under no circumstances may a reverse movement be made on coal unloading trestle.

Before switching moves are made on south end of Georgia Power Yard at Yates, Georgia, a crew member of train making move will be at north end of yard to protect moves.

(8) Brosnan Yard (Macon)

All trains entering Brosnan Yard by routes which cross Seventh Street will contact the Main Tower and obtain permission before crossing Seventh Street (M.P. 241.1-H).

When arriving Brosnan Yard, you must contact the main tower to obtain track number in which to yard train. In addition, you must verify the track by Track Indicator Light on panel adjacent to all tracks leading into the Receiving Yard. If light indication and track received via radio do not correspond, again contact Main Tower and determine which track is correct. Do not pass this panel until you have verified your track.

All trains arriving in the Receiving Yard, Brosnan Yard, Macon, Georgia, will arrange to apply sufficient hand brakes on the north end of their train.

The following instructions apply to all movements at the north end of the Forwarding Yard, Brosnan Yard:

1. If two engines are trying to shove the Forwarding Yard simultaneously, the engine shoving up the ladder must shove first -- the engine shoving through the pocket will not start his shove movement until south car of cut shoved up ladder enters proper track.
2. No outbound movement will take place through the pocket if a cut is being shoved up ladder until that cut of cars enters proper Forwarding Yard track. Likewise, no shove movements will take place after an outbound train fouls the ladder until the entire train clears the ladder.
3. Cars will be left in Forwarding Yard Tracks and on Thoroughfare #3 NO CLOSER than 15 car lengths from the retarders on the Forwarding Yard Lead and/or Pocket Track. This point on each track is indicated by fluorescent orange stripes painted on both rails.
1. Head Brakeman must stay with engines at all times -- if you pull high up the outbound beyond the plant, a crew member will be positioned at the #5/#6 power switches and verify their position before instructing engineer to make a reverse move.
2. The lights on the #6 power switch indicate only the position of the switch. These lights are not a signal for road crews to commence a southbound movement off the outbound. No move will be made through the plant without oral instructions from the North Tower Yardmaster.
3. Road Crew must visually verify their route through power switches and are responsible to see that the route is lined for their movement. In particular, crews are cautioned that the #5 and #6 power switches on the outbound operate independently

and position of both switches must be verified when moving on the outbound.

POINTS WHERE RUNNING SWITCHES ARE AUTHORIZED
(Rule 103(b))

The following points on the Georgia Division are authorized locations where running switches can be made:

BETWEEN CHATTANOOGA & ATLANTA ("H" LINE)

Ooltewah	M.P. 15.5-H	Storage Track
Collegedale	M.P. 18.2-H	McKee Baking Co. #2
Sugar Valley	M.P. 55.0-H	Storage track
Plainville	M.P. 66.0-H	Plainville Brick
Perkins	M.P. 100.1-H	Patat Plywood
Perkins	M.P. 100.4-H	Cement tracks
Perkins	M.P. 101.2-H	Transfer
Austell	M.P. 134.3-H	Storage tracks
Oakdale & Jacmac	M.P. 144.5-H	All industry and #1 and #2 Mainline tracks
	M.P. 143.3-H	

BETWEEN ATLANTA & MACON ("H" LINE)

Constitution	M.P. 158.5-H	North Brothers
N. Conley	M.P. 162.4-H	Conley Team track
N. Conley	M.P. 162.9-H	Gifford Hill
Conley	M.P. 163.8-H	Storage track-Reservation lead
Stockbridge	M.P. 171.8-H	Siding to N.E. Storage track
Stockbridge	M.P. 172.5-H	Siding to north leg of wye
McDonough	M.P. 181.0-H	N.E. House track
Jackson	M.P. 198.2-H	N.E. House track
Jackson	M.P. 198.5-H	Siding to Edsel Tire
Jackson	M.P. 199.4-H	Avondale Mills lead
Jackson	M.P. 200.7-H	Hiwassee Woodyard
Flovilla	M.P. 203.6-H	North end of Woodyard
Flovilla	M.P. 203.9-H	South end of Woodyard
Palmer	M.P. 226.5-H	N.E. Runaround track
Arkwright	M.P. 231.8-H	Siding to House track and north end of Storage track
Arkwright	M.P. 232.8-H	South end of Storage track

BETWEEN ATLANTA & MACON ("S" LINE)

Morrow	M.P. S-277.2	South end siding
Morrow	M.P. S-276.8	Mainline at Southern Bonded lead, Southern Bonded lead & Runaway switch, Southwest lead at N.D.S. switch
Griffin	M.P. S-254.2	Highland Mills
Griffin	M.P. S-252.2	Mainline at Rushton lead switch
Griffin	M.P. S-251.6	Thomaston Mills lead
Griffin	M.P. S-251.2	North end of South and North yards
Griffin	M.P. S-250.8	South end of North and South yards
Griffin	M.P. S-250.3	South end of long lead
Griffin	M.P. S-249.5	Dundee #5 switches
Milner(Griffith)	M.P. S-243.3	Ga. Kraft switch
Barnesville	M.P. S-234.3	North end, siding and Peach track
Barnesville	M.P. S-232.6	Wall Mart switch
Forsyth	M.P. S-216.6	Vaughan Chip Mill switch

BETWEEN CHATTANOOGA & GRIFFIN ("C" LINE)

Lafayette	M.P. C-426.1	Ga. Kraft Woodyard
Lafayette	M.P. C-421.6	Barwick Mills
Lafayette	M.P. C-419.7	Roper Corp.
Bowden	M.P. C-319.1	N.E. siding
Mandeville	M.P. C-318.3	Feed Mill track
Carrollton	M.P. C-310.7	N.E. House track
Carrollton	M.P. C-309.6	Refinery #1 Southwire
Yates	M.P. C-295.0	North and South end of yard
Arnco	M.P. C-291.4	Arnco
Newnan	M.P. C-288.7	Ga. Kraft Woodyard
Newnan	M.P. C-286.9	South Switch Siding
Newnan	M.P. C-286.9	South Switch New track
Newnan	M.P. C-285.2	Great Southern
Turin	M.P. C-275.5	Team track
Senoia	M.P. C-271.0	Flex-on
Brooks	M.P. C-264.3	Ga. Kraft Woodyard
Griffin	M.P. C-257.3	Penn Woodyard

BETWEEN GRIFFIN & COLUMBUS ("M" LINE)

Griffin	M.P. 17.1-M	Dundee #1 lead
Griffin	M.P. 18.3-M	Southbound main at north wye switch
Griffin	M.P. 19.1-M	New Pomona switch
Griffin	M.P. 19.9-M	Both ends Echols siding
Griffin	M.P. 20.8-M	Johnson Fertilizer switch
Molena	M.P. 41.4-M	McCrary Turkey Farms switch
Woodbury	M.P. 46.5-M	American Excellor switch
Woodbury	M.P. 46.9-M	Woodbury Gin track switch
Warm Springs	M.P. 55.5-M	Union Camp Woodyard
Shiloh	M.P. 64.6-M	Woodyard switch
Waverly Hall	M.P. 75.8-M	76 Woodyard switch
Waverly Hall	M.P. 76.6-M	77 Woodyard switch
Columbus	M.P. 91.5-M	Lowe's switch

10. TRAIN MOVEMENTS (Cont'd)

POINTS WHERE RUNNING SWITCHES ARE AUTHORIZED (Cont'd)

BETWEEN COLUMBUS & RAYMOND ("R" LINE)
 Greenville M.P. R-53.9 Ga. Kraft Chip Mill

BETWEEN BARNESVILLE & THOMASTON ("B" LINE)
 Trice M.P. B-244.4 Amoco Oil switch
 Marne M.P. B-245.7 Ga. Kraft and Keadle #2 Chip Mill
 Marne M.P. B-248.5 Marne Yard switch
 Thomaston M.P. B-248.9 East Thomaston Mill switch

d. YARD LIMITS (Rule 93)

All trains and engines (including First Class Trains) must move at yard speed within yard limits at the following locations:

COLUMBUS— Between Second Ave. and Muscogee Jct. all tracks are designated as yard tracks. All movements of trains and engines must be governed by the provisions of Rule 105 and move at yard speed regardless of signal indication.

GRIFFIN— Between Experiment and Irving, all tracks are designated as yard tracks. All movements of trains and engines must be governed by the provisions of Rule 105 and move at yard speed regardless of signal indication.

MACON— Within Macon Yard Limits all trains and engines will move at yard speed.

INDUSTRY GRADE RESTRICTIONS

M.P. 38.0-H	Coronet Carpet	No cars left on grade
M.P. 46.5-H	Textile Rubber Co.	Apply 100% hand brakes
M.P. 80.5-H	Smith Evans Lumber	Apply 100% hand brakes
M.P. 81.8-H	Coosa Valley Steel	Apply 100% hand brakes
M.P. 153.0-H	S. Paul Travis	Apply 100% hand brakes
M.P. 153.0-H	Bee Line Lighting	No cars left on grade
M.P. 11.0-K	Chattahoochee Brick	Apply 100% hand brakes

e. JOINT TRACKAGE

Tracks are used jointly by other divisions or foreign lines as shown below:

Ooltewah (M.P. 226.7-A) to Citico Jct. (M.P. 238.0-A) Tenn. Div.
 Fox (M.P. 78.0-H) to Green (M.P. 92.0-H) "C" Line
 Fox (M.P. 0.0-K) to Fairbanks Jct. (M.P. 2.7-K) "C" Line
 Austell (M.P. 134.7-H) to Howell (M.P. 149.9-H) Alabama Div.
 Howell (M.P. 635.0) to Peachtree Sta. (M.P. 633.3) Ala. & Piedmont Div.
 Howell (M.P. 149.9-H) to Spring (M.P. 152.4-H) Ala. & Piedmont Div.
 Inman Yd. (M.P. 148.2-H) to Peachtree Crk. (M.P. 631.8) Piedmont Div.
 Inman Yd. (M.P. 148.2-H) to Spring (M.P. 152.4-H) "S" Line
 Spring (M.P. S-294.3) to Macon (M.P. S-192.6) "H" Line
 Atlanta, Spring Trk. (M.P. S-294.1) to East Pt. (M.P. S-288.2) ... A&WP R.R.

Columbus Yard switching limits between M.P. P-294 and M.P. S-291 and between M.P. S-300 and M.P. S-291 — Alabama Div.

f. OTHER RESTRICTIONS AND SPECIAL INSTRUCTIONS (Rule GR-8)

HOURS OF SERVICE LAW

Provisions of the Federal Hours of Service Law will be complied with completely:

Two (2) hours prior to the Hours of Service Law catching a crew member of a train operating on line of road on the Georgia Division, the Conductor of that train will notify the Chief Dispatcher of the exact time and the crew member, or members, affected by the Hours of Service Law.

MAXIMUM FLAGGING DISTANCES

Maximum Authorized Speed	Minimum Flagging Distance
0 - 10 MPH	1/4 Mile
11 - 20 MPH	1/2 Mile
21 - 30 MPH	3/4 Mile
31 - 40 MPH	1 Mile
41 - 50 MPH	1 1/4 Miles
51 - 60 MPH	1 1/2 Miles
61 - 70 MPH	1 3/4 Miles
71 - 80 MPH	2 Miles

1. OTHER RESTRICTIONS AND SPECIAL INSTRUCTIONS (Cont'd)

RAIL SECURITY SERVICE

When cars moving on Government bills of lading annotated "Rail Security Service Required" or "RSS Required" are set off between terminals other than at final destination, seals protecting must be inspected and seal numbers recorded on the waybill. Also, the Chief Dispatcher must be notified by the quickest available means of communication, furnishing car number, location set off, and seal numbers. Any exceptions such as broken or missing seals must be reported in the same manner.

RULE N

Road and Yard Conductors will notify the Chief Dispatcher immediately by radio or telephone communication whenever an injury, on-the-job illness, derailment or any accident resulting in damage occurs. Form 22 will be submitted as soon as possible thereafter to the Chief Dispatcher.

In the event of a Grade Crossing Accident, the Conductor will: (a) Complete all of Form 22-G except the shaded areas, (b) Forward the form in the prescribed manner to the Chief Dispatcher.

When submitting Form 22 for personal injuries involving equipment, be sure to indicate car, or engine initial and number, and type of car or engine, such as box, gondola, SD-45, etc.

The Chief Dispatcher's microwave telephone numbers is Atlanta 1347. His Bell telephone number is Area Code 404 - 529-1347.

11. SPRING SWITCHES (Rules 104(e), 104(f) and 517)

Spring switches are located as follows:

Inman Yard	Engine Thoroughfare (Connecting No. 1 Thoroughfare)
Inman Yard	North End Ramp Track (Connecting Local Yard Thoroughfare)
Irving	End of Two Tracks
Griffin	North End Yard Lead Track in Northbound Main Track
Experiment	"C" Line Jct.
Hapeville	End of Two Tracks
Oakland Jct.	A&WP R.R. Connection in No. 1 Main Track
Atlanta (Near Tillman's Crossing)	North Switch of Crossover (Between Main Track No. 2 and Yard Track No. 3)
*Stockbridge	North and South End Siding
*McDonough	North and South End Siding
*Jenkinsburg	North and South End Siding
*Flovilla	North and South End Siding
Juliette	North and South End Siding
Arkwright	North and South End Siding
Columbus	East End of Muscogee Yard
Columbus	End of Two Tracks, Second Avenue
Phenix City	East and West End Siding

* — Spring switches at these locations are equipped with dwarf leaving signals, which supersede the provisions of Rule 517 when permissive indication is received. (Rules 304(d), 308(c), and 309(e) will govern.) When unable to receive a permissive indication, the movement must be authorized by the Train Dispatcher on a Train Order Form S-1, and the provisions of Rule 517 must be observed. Do not push the emergency button for any reason.

12. ENTRANCE SWITCH TO SIDINGS (Rules S-89, S-89(a), S-89(c) and 105)

Unless otherwise provided, enter at first switch at first siding. At meeting points the inferior train will use the siding of the assigned direction, unless otherwise provided.

13. SPEED RESTRICTIONS (Rules 109 and 1012)

Where not otherwise restricted, the following maximum speed of trains is authorized:

BETWEEN CHATTANOOGA AND ATLANTA	
Chattanooga-Austell	Psgr. & Rail-Hwy. trains 60 MPH
Austell-Bolton	Freight trains 55 MPH
	Psgr. trains 79 MPH
	Rail-Hwy. trains 60 MPH
Bolton - M.P. 148.3-H	Freight trains 55 MPH
	Psgr. & Rail-Hwy. trains 40 MPH
M.P. 148.3-H - Howell	Freight trains 25 MPH
	All trains 25 MPH
BETWEEN ATLANTA AND MACON ("H" LINE)	
Howell-Macon (Terminal Sta.)	Psgr. & Rail-Hwy. trains 60 MPH
	Freight trains 55 MPH
GRIFFIN AND COLUMBUS	
Griffin-Columbus	25 MPH
BETWEEN M.P. 631.5 (PEACHTREE CREEK) & HOWELL	
M.P. 631.5 - Peachtree Station (M.P. 633.3)	40 MPH
Peachtree Station (M.P. 633.3) - M.P. 634.7	35 MPH
M.P. 634.7 - Howell	15 MPH
BETWEEN ATLANTA, GRIFFIN & MACON ("S" LINE)	
Spring - East Point	Track 1 30 MPH
Spring - East Point	Track 2 40 MPH
East Point - Experiment	40 MPH
Experiment - Irving	20 MPH
Irving - M.P. S-200.0	40 MPH
M.P. S-200.0 - M.P. S-193.8	40 MPH
M.P. S-193.8 - Rutland Jct.	20 MPH
	30 MPH
BETWEEN BARNESVILLE AND THOMASTON	
Barnesville - M.P. B-247.7	25 MPH
M.P. B-247.7 - Thomaston	10 MPH
BETWEEN RAYMOND AND COLUMBUS	
Raymond - Columbus	40 MPH
BETWEEN deBUTTS YARD AND CEDARTOWN	
M.P. C-444.0 - M.P. C-383.0	25 MPH
M.P. C-383.0 - Fox	20 MPH
Fox - Green	55 MPH
Green - Cedartown	40 MPH
BETWEEN CEDARTOWN AND GRIFFIN	
Cedartown - Yates	35 MPH
Yates - Griffin	30 MPH
BETWEEN WANSLEY JCT. AND WANSLEY	
Wansley Jct. - Wansley	30 MPH
BETWEEN COHUTTA AND CLEVELAND	
Cohutta - Cleveland	35 MPH
BETWEEN FOX AND KRANNERT	
Fox - Krannert	20 MPH

b. OTHER SPEED & MISCELLANEOUS RESTRICTIONS

DO NOT EXCEED SPEED OF:	
5 MPH	over pedestrian crossing at entrance to fuel tracks at deButts Diesel Shop. Also, on east and west engine leads between the Power House and the south side of Tinker Street Bridge, deButts Yard.
35 MPH	on CNO&TP main tracks M.P. 331.2 and M.P. 334.7
20 MPH	on CNO&TP main track No. 2 M.P. 332.4 and M.P. 333.3
20 MPH	on CNO&TP main track between M.P. 334.7 and M.P. 337.0
40 MPH	between Jersey (M.P. 235.0-A) and Citico Jct. (M.P. 238.0-A)
30 MPH	northbound over all power switches Ooltewah
25 MPH	through siding Cohutta (M.P. 26.7-H) to Still (M.P. 29.8-H)
25 MPH	Dalton between M.P. 39.9-H and M.P. 40.2-H (over L&N R.R. crossing at grade)
10 MPH	through siding Hair (M.P. 40.1-H) and Walnut (M.P. 42.4-H)
40 MPH	through siding Phelps (M.P. 45.4-H) and Freeman (M.P. 48.0-H)
25 MPH	through siding Davis (M.P. 53.3-H) and Sugar Valley (M.P. 55.3-H)
5 MPH	wye track at Krannert from K-Line to Ga. Kraft
40 MPH	over Oostanaula River Bridge (M.P. 61.6-H)
40 MPH	at M.P. 64.5-H with engines only (does not apply to Rail-Highway trains/locals)
25 MPH	through siding Warren (M.P. 67.8-H) to Pinson (M.P. 69.6-H)
25 MPH	through siding Berwin (M.P. 75.1-H) to Fox (M.P. 78.1-H)
25 MPH	through siding Smith (M.P. 81.2-H) to Lindale (M.P. 83.9-H)
40 MPH	through siding Brice (M.P. 90.6-H) to Green (M.P. 92.0-H)

b. OTHER SPEED & MISCELLANEOUS RESTRICTIONS (Cont'd)

25 MPH	through siding Aragon (M.P. 98.3-H) to Perkins (M.P. 101.2-H)
15 MPH	through siding Finch (M.P. 107.1-H) to Braswell (M.P. 108.7-H)
15 MPH	through siding Roy (M.P. 111.1-H) to McPherson (M.P. 113.4-H)
25 MPH	through siding Oak (M.P. 122.6-H) to Clark (M.P. 125.6-H)
25 MPH	Track #1, between M.P. 152.7-H and M.P. 153.3-H
20 MPH	through siding North Conley (M.P. 162.5-H) to Pless (M.P. 164.5-H)
10 MPH	while lead engine crossing Juliette Road (M.P. 216.9-H) when pulling out of siding, southbound.
20 MPH	Tracks 1 & 2 North Macon (M.P. 239.2-H) to Terminal Station - Macon (M.P. 240.2-H)
15 MPH	on inbound freight lead, outbound freight lead, forwarding yard, forwarding yard lead, Thoroughfare No. 1, and Thorough No. 2 at Brosnan Yard, Macon.
10 MPH	in Class Yard, Receiving Yard, Local Yard and West Class Yard at Brosnan Yard, Macon.
5 MPH	on GS&F Mainline from Stratton to Mead.
25 MPH	M.P. S-294.3 to M.P. S-285.0
15 MPH	on third main line Spring to Hapeville
10 MPH	between Inman Yard and Pegram Shop (Shop engines only)
10 MPH	on all CofG yard tracks, Griffin, Ga.
5 MPH	on scale at Dixie Portland Flour Mill, Milner, Ga. (M.P. S-238.5)
10 MPH	on industry tracks at Peerless Mill, Thomaston Mills and Martha Mill, Thomaston, Ga.
25 MPH	M.P. R-20.0 to M.P. R-23.0
25 MPH	M.P. R-31.8 to M.P. R-32.8
5 MPH	on industry tracks at Georgia Pacific Plant, Durand, Ga. (M.P. R-39.3)
10 MPH	between M.P. R-55.0 and M.P. R-72.9
10 MPH	M.P. 60.3-M to M.P. 60.8-M looking out for obstructions on the Main Track
10 MPH	over underpass at M.P. C-292.0
5 MPH	When lead engine passes piggyback facility, Carrollton, Ga. (M.P. C-311.1), 8:00 AM to 6:00 PM
10 MPH	on curve and turnout at Fairbanks Jct. (M.P. C-372.9)

All northbound passenger trains leaving Peachtree Station will proceed at restricted speed to Armour.

Rail-Highway trains consisting entirely of TTX (TOFC, COFC, Tri-level, Bi-level) or passenger equipment may operate at maximum authorized Rail-Highway or passenger train speeds not to exceed sixty (60) MPH. Rail-Highway trains will be designated by unique train numbers in Series 207 through 239 and 707 through 739.

Trains handling flat cars loaded with creosoted poles must not exceed 45 MPH.

Trains, except unit coal trains, must not exceed speed of forty (40) MPH when handling loaded open top hopper cars. Unit coal trains will be designated by unique train numbers in series 240 through 299 and 740 through 799.

Trains must not exceed a speed of forty (40) MPH when handling loaded or empty FOREIGN open top ore hopper cars and ore jennies shorter than 36 feet over strikers.

All System air dump cars are restricted to maximum speed of forty (40) MPH.

Trains handling empty bulkhead flats, UP 259000 to UP 259309 and UP 215000 to UP 215399 series, must not exceed speed of 50 MPH.

The following Southern Pacific flat cars are restricted to 40 MPH when moving empty:

508007	508180	508327
508074	508231	508329
508081	508245	508335
508082	508264	508343
508146	508265	508354
508149	508287	508373
508162	508320	508383
508177	508324	508391

All trains handling loaded tank cars must not exceed 45 MPH on jointed rail (M.P. 157.3-H to M.P. 158.8-H on Track 2).

Trains handling single transformer loads with net weight exceeding 200,000 pounds will not exceed 45 MPH.

13. SPEED RESTRICTIONS (Rules 109 and 1012)

b. OTHER SPEED & MISCELLANEOUS RESTRICTIONS (Cont'd)

Before leaving initial terminal, determine if your train has any loaded open top hopper cars, flat cars loaded with creosoted poles, placarded loaded tank cars, or other cars that restrict the speed of your train.

AMTRAK locomotives numbered 500-649 are SDP-40 type locomotives and must not exceed thirty-five (35) MPH on curves and fifty (50) MPH maximum. There are no special speed restrictions on AMTRAK locomotives numbered 200-499.

Steam locomotives are restricted to speeds of:
No. 630 and No. 722 45 MPH
No. 4501 50 MPH
No. 750 60 MPH

SPEED RESTRICTIONS WHEN HANDLING CARS CONTAINING HAZARDOUS MATERIALS

All trains handling shipments of (1) nuclear reactor fuel elements, irradiated; (2) radioactive waste materials; (3) radioactive material shipping containers (casks) must not exceed speed of 35 MPH. When trains handling these shipments meet, pass, or are passed by another train, one train must be standing while the other train moves past at a speed not faster than 35 MPH.

Trains handling placarded loaded tank cars are restricted to the following maximum authorized speeds on the following line segments:

Line Segment Between	Maximum Authorized Speed Handling Placarded Loaded Tank Cars
Chattanooga-Macon	50 MPH

c. CHECKING LOCOMOTIVE SPEED INDICATOR

Engineers will check speed indicator on controlling unit for accuracy. If any inaccuracy is detected, appropriate adjustment of speed will be made to comply with provisions of Rule 109.

Engineers will not leave a terminal with speed indicator on the lead or control unit inoperative except when authorized by Division Superintendent. When the speed indicator on the control unit fails on line of road, the Engineer will immediately notify the Dispatcher by first available means of communication.

Engineers arriving at terminals will report to the terminal officer or yardmaster, and General Foreman, or foreman on duty the number of any unit in consist with speed indicator not functioning.

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy:

BETWEEN CHATTANOOGA & MACON ("H," & "A" LINE)

SOUTHBOUND	NORTHBOUND
233.0-A to 232.0-A	236.0-H to 235.0-H
26.0-H to 27.0-H	228.0-H to 227.0-H
31.0-H to 32.0-H	73.0-H to 72.0-H
82.0-H to 83.0-H	189.0-H to 188.0-H
159.0-H to 160.0-H	142.0-H to 141.0-H
167.0-H to 168.0-H	131.0-H to 130.0-H
188.0-H to 189.0-H	129.0-H to 128.0-H

BETWEEN CHATTANOOGA & GRIFFIN ("C" LINE)

SOUTHBOUND	NORTHBOUND
C-440.0 to C-439.0	C-256.0 to C-257.0
C-347.0 to C-346.0	C-298.0 to C-299.0
	C-326.0 to C-327.0
C-321.0 to C-320.0	C-357.0 to C-358.0

BETWEEN ATLANTA & MACON ("S" LINE)

SOUTHBOUND	NORTHBOUND
S-272.0 to S-271.0	S-198.0 to S-199.0
S-256.0 to S-255.0	S-255.0 to S-256.0
S-248.0 to S-247.0	S-247.0 to S-248.0

BETWEEN GRIFFIN & COLUMBUS ("M" LINE)

BOTH DIRECTIONS
24.0-M to 25.0-M
90.0-M to 89.0-M

BETWEEN BARNESVILLE & THOMASTON ("B" LINE)

BOTH DIRECTIONS
B-234.0 to B-235.0

BETWEEN COLUMBUS & RAYMOND ("R" LINE)

BOTH DIRECTIONS

R-11.0 to R-12.0

NOTE: Tests for accuracy will be made at other locations in addition to those shown when necessary. Engineers when operating in outlying local freight or branch line service will choose location appropriate for making tests to check speed indicators.

d. SPEED RESTRICTIONS THROUGH TURNOUTS

A train entering or leaving a siding or moving through a crossover or turnout must not exceed 15 MPH unless otherwise provided.

Maximum speeds through turnouts listed below govern all trains. When moving on Rule 304 (Diverging Route Clear), a train must approach these turnouts not exceeding the speeds authorized below:

Location	M.P.	Maximum Speed in MPH
Williams	236.0-A	25
Summit	230.4-A	25
Still	29.8-H	25
Walnut	42.4-H	25
Finch	107.1-H	25
Braswell	108.7-H	25
Roy	111.1-H	25
McPherson	113.4-H	25
Spring T/O to Trk. 1 "S" Line & "S" Line X/O	152.4-H	25
Wells	154.2-H	25
McDonough	183.5-H	25
Ooltewah	15.2-H	30
Citico Jct.	238.0-A	40
Jersey	235.0-A	40
Cohutta	26.7-H	40
Phelps	45.4-H	40
Freeman	48.4-H	40
Davis	53.3-H	40
Sugar Valley	55.3-H	40
Warren	67.8-H	40
Pinson	69.6-H	40
Berwin	75.1-H	40
Fox	78.0-H	40
Smith	81.2-H	40
Lindale	83.9-H	40
Brice	90.6-H	40
Green	92.0-H	40
Aragon	98.3-H	40
Perkins	101.2-H	40
Oak	122.6-H	40
Clark	125.6-H	40
Austell	134.7-H	40
Lowe	137.2-H	40
Nickajack	140.0-H	40
Bolton	145.5-H	40
Howell	149.9-H	40
Spring T/O to Trk. 2 "S" Line	152.4-H	40
Henderson	155.4-H	40
Constitution	158.8-H	40
North Conley	162.5-H	40
Pless	164.5-H	40

e. SPEED RESTRICTIONS OVER STREET CROSSINGS

Chattanooga 20 MPH	East Point (Note 7) 25 MPH
Dalton 35 MPH	Jordan City 6 MPH
Rome (Note 1) 40 MPH	Columbus 15 MPH
Rockmart 40 MPH	Columbus, 18th St. and Hilton Ave. (Note 8) 5 MPH
Hiram 25 MPH	Phenix City 25 MPH
Austell 35 MPH	Hamilton 25 MPH
Atlanta (Notes 2 & 3) 25 MPH	M.P. R-31.1 (Near Pine Mt.) 15 MPH
Macon 15 MPH	Pine Mountain 15 MPH
Forsyth 20 MPH	Greenville 25 MPH
Barnesville 20 MPH	Luthersville (Note 9) 15 MPH
Thomaston 15 MPH	Newnan 10 MPH
Griffin ("S" Line) 20 MPH	Carrollton 10 MPH
Griffin ("M" Line) (Note 4) 15 MPH	Bremen 20 MPH
Experiment ("C" Line) (Note 5) 5 MPH	Buchanan 10 MPH
Hampton 35 MPH	Cedartown 10 MPH
Jonesboro 35 MPH	Summerville 10 MPH
Morrow (Note 6)	Trion 6 MPH
Forest Park 25 MPH	Chickamauga 15 MPH
Hapeville 25 MPH	Rossville 10 MPH

Note 1 — All movements over South Broad St. and Twelfth St. (old C. of Ga. main track) must be preceded by a flagman with a red flag by day and lighted fusee by night and must not exceed 5 MPH.

13. SPEED RESTRICTIONS (Cont'd)

f. SPEED RESTRICTIONS OVER STREET CROSSINGS (Cont'd)

Note 2 — All train or yard movements entering Sawtell Crossing (M.P. 156.6-H) must immediately notify the Inman Operator should their movement, for any reason, stop and block this crossing. Inman Operator will immediately notify the Chief Dispatcher.

Note 3 — All engines and yard cuts operating over the McDaniel St. crossing (M.P. 154.3-H) on other than main tracks, must not foul crossing until gates are down or flagman has traffic flagged.

Note 4 — Solomon St. (M.P. 18.4-M), Broad St. (M.P. 18.5-M) and College St. (M.P. 18.9-M), Griffin, must be preceded by a flagman.

Note 5 — Over Experiment Street Crossing (M.P. C-253).

Note 6 — All movements over Highway 54 crossing (Sherwin Williams lead) must be preceded by flagman. Additionally, crossing lights must be activated.

Note 7 — Trains or engines using other than main tracks over Wadley Ave., must not exceed 8 MPH when entering crossing.

Note 8 — Traffic signals at crossing of Southern Railway and Hilton Ave., Columbus (M.P. 94.4-M) are controlled by track circuits. Signal indicators (Red and Green) on each side of crossing govern train movements both southbound and northbound. Trains must approach crossing prepared to stop short of crossing. If indicator displays Green, train may proceed not exceeding 5 MPH over crossing. If indicator displays Red, train must stop and flag crossing.

Note 9 — All movements over crossings equipped with protective devices will be preceded by a flagman.

f. SPEED RESTRICTIONS ON CURVES

M.P. Location Between	MPH Psg. Frt.	M.P. Location Between	MPH Psg. Frt.
Citico Jct. and Ooltewah		Austell and Bolton	
238.0 to 238.1	-- 40	134.7 to 137.8	60 55
235.1 to 231.1	-- 55	137.8 to 138.2	50 50
231.1 to 230.8	-- 50	138.2 to 144.0	60 55
230.8 to 227.4	-- 55	144.0 to 144.4	50 50
227.2 to 226.9	-- 40	144.4 to 145.5	50 45
Ooltewah and Cohutta		Bolton and Howell	
15.2 to 15.5	-- 40	149.6 to 150.3	15 15
15.5 to 18.2	-- 45	Howell and Constitution	
18.2 to 23.7	-- 55	150.3 to 152.7	-- 35
23.7 to 27.0	-- 45	152.7 to 153.8	-- 25
Cohutta and Dalton		153.8 to 157.3	-- 35
35.6 to 37.1	-- 55	157.3 to 158.8	-- 40
37.1 to 39.2	-- 50	Constitution and McDonough	
39.2 to 39.8	-- 40	158.8 to 162.0	-- 40
Dalton and Sugar Valley		162.0 to 163.1	-- 45
39.8 to 40.3	-- 25	163.1 to 167.0	-- 50
40.3 to 40.8	-- 35	167.0 to 167.5	-- 45
40.8 to 41.8	-- 50	167.5 to 168.2	-- 50
41.8 to 45.0	-- 55	168.2 to 168.5	-- 45
45.0 to 47.5	-- 45	168.5 to 170.7	-- 50
47.5 to 50.2	-- 50	170.7 to 171.6	-- 45
50.2 to 55.3	-- 55	171.6 to 173.6	-- 40
Sugar Valley and Rome		173.6 to 180.3	-- 50
55.3 to 64.8	-- 55	180.3 to 181.3	-- 45
75.8 to 78.3	-- 55	McDonough and Flovilla	
78.3 to 80.1	-- 40	181.3 to 188.2	-- 50
Rome and Rockmart		188.2 to 188.4	-- 45
80.1 to 83.7	-- 45	188.4 to 198.2	-- 50
83.7 to 84.1	-- 40	198.2 to 203.5	-- 45
84.1 to 86.8	-- 45	Flovilla and Juliette	
86.8 to 88.0	-- 40	203.5 to 204.9	-- 45
88.0 to 89.2	-- 35	204.9 to 206.8	-- 40
89.2 to 89.9	-- 40	206.8 to 214.4	-- 45
89.9 to 91.7	-- 50	214.4 to 214.8	-- 35
91.7 to 93.1	-- 40	214.8 to 216.9	-- 40
93.1 to 98.4	-- 55	Juliette and Macon	
98.4 to 100.0	-- 45	216.9 to 217.5	-- 35
100.0 to 100.4	-- 40	217.5 to 222.3	-- 40
100.4 to 101.1	-- 45	222.3 to 230.8	-- 35
Rockmart and Austell		230.8 to 235.6	-- 45
101.1 to 101.7	-- 40	235.6 to 235.9	-- 40
101.7 to 102.0	-- 50	235.9 to 239.2	-- 45
102.0 to 103.4	-- 50	239.2 to 240.5	-- 20
103.4 to 107.9	-- 45	Macon & Atlanta ("S" Line)	
107.9 to 109.1	-- 40	192.0 to 193.8	-- 15
109.1 to 109.2	-- 30	285.0 to 294.0	-- 25
109.2 to 118.2	-- 30		
118.2 to 131.9	-- 50		
131.9 to 134.4	-- 55		
134.4 to 134.7	-- 45		

f. SPEED RESTRICTIONS ON CURVES (Cont'd)

M.P. Location Between	MPH Psg. Frt.	M.P. Location Between	MPH Psg. Frt.
Columbus and Raymond		Yates and Green	
1.1 to 1.4	-- 15	299.6 to 300.4	-- 30
2.5 to 3.5	-- 25	312.6 to 315.2	-- 30
23.7 to 30.8	-- 30	317.5 to 318.1	-- 30
33.0 to 33.2	-- 20	319.1 to 320.3	-- 30
33.2 to 34.2	-- 30	321.7 to 325.7	-- 30
34.2 to 37.0	-- 30	326.7 to 329.5	-- 30
40.8 to 41.8	-- 30	330.7 to 332.8	-- 30
44.7 to 48.6	-- 35	334.1 to 335.4	-- 30
49.0 to 49.3	-- 30	335.4 to 336.0	-- 25
		336.0 to 338.8	-- 30
		340.0 to 347.9	-- 30
		352.7 to 352.9	-- 30

14. DIESEL UNIT RATING IN TONS OF 2,000 POUNDS

	SD-40	GP-39X	GP-30	SD7,SD-9
	SD-45	GP-50	GP-38	GP-9
	U-30-C	GP-40X	U-23B	GP-7
	U-33-C	SD-35	B-23-7	SW1500
Northbound				
Inman Yard-Chamblee	3200	2850	2150	1500
Macon-Atlanta ("H" Line)	2900	2600	1950	1450
Atlanta-Rome	2850	2550	1950	1400
Rome-Chattanooga	3300	2950	2250	1650
Rome-Cleveland	4550	4050	3050	2250
Columbus-Warm Springs	*	2100*	1600	1150*
Warm Springs-Griffin	*	2450*	1850	1350*
Griffin-Yates	3400	3000	2250	1650
Yates-Bremen	2400	2150	1600	1200
Bremen-Cedartown	3050	2700	2050	1500
Cedartown-Rome	3450	3100	2300	1700
Rome-DeButts (CG)	*	2200	1650	1200*
Columbus-Raymond	1650	1500	1100	800
Macon-Griffin	3600	3200	2400	1750
Griffin-Atlanta	4850	4300	3250	2400
Thomaston-Barnesville	*	2350*	1750	1300*
Southbound				
Chattanooga-Rome	3250	2900	2200	1600
Rome-Atlanta	2600	2300	1750	1300
Cleveland-Rome	5900	5250	3950	2900
Atlanta-McDonough	4150	3700	2800	2050
McDonough-Macon	5300	4700	3550	2600
Griffin-Columbus	*	2350*	1750	1300*
DeButts-Rome (CG)	*	1950*	1500	1100*
Rome-Cedartown	3900	3450	2600	1900
Cedartown-Bremen	2350	2100	1600	1150
Bremen-Yates	3100	2750	2100	1550
Yates-Griffin	3100	2750	2100	1550
Raymond-Columbus	1900	1700	1300	950
Atlanta-Industry Yd.	4600	4100	3100	2250
Industry Yd.-Griffin	5500	4900	3700	2700
Griffin-Macon	6500	5800	4350	3200
Barnesville-Thomaston	*	3450*	2600	1900*

* - 6-axle units restricted over these lines.

These ratings are for single unit and will be increased in proportion to the number of units in multiple service. If a unit fails, tonnage will be reduced in proportion to the number of units inoperative and an allowance of 150 tons made for each inoperative unit handled.

These ratings are based on maximum grades and can be increased over certain parts of the line when necessary. When engines will not handle their rating, the engineer must make notification to the Chief Dispatcher by Engineer; Conductor will make written report to Trainmaster.

In making computations, less than 1,000 pounds will be dropped. 1,000 pounds will be counted a ton.

When 1,000 H.P. yard switchers are used in road service, the rating will be 300 tons less per unit than the rating given for GP-7 road switchers.

Road switchers having 1750 horse power (GP-18) will handle 15% more tonnage than shown.

14. DIESEL UNIT RATING IN TONS OF 2,000 POUNDS (Cont'd)

SOUTHERN RAILWAY SYSTEM
LOCOMOTIVE SERIES TABLE

0171-0196	GP18	2300-2347	SW1500	*3815-3820	B36-7
0201	SD7	2348-2393	MP15DC	3900-3969	U23B
0202-0207	SD9	2525-2543	GP30	3970-3989	B23-7
0210-0214	GP35	2645-2715	GP35	*3990-4023	B23-7
0215-0224	SD35	2716-2822	GP38	4600-4605	GP39X
0914-0941	SLUG	2823-2878	GP38AC	5000-5256	GP38-2
1002-1012	SW1	2879-2886	GP38	6138-6147	FP7
1015	SW8	3000-3099	SD35	6246-6268	GP9
1026-1083	NW2	3100-3169	SD45	7000-7002	GP40X
1088-1092	TR2	3170-3200	SD40	7003-7072	GP50
1098-1132	SW7	3201-3328	SD40-2	*7073-7092	GP50
1133-1143	SW9	3800-3804	U30C	8210-8300	GP7
1733	SW9	3805-3814	U33C		

* - Locomotives on order for 1981 delivery.

15. LOAD LIMITS AND EQUIPMENT RESTRICTIONS

a. LOCOMOTIVES—Instructions and Restrictions

Engines may be operated coupled unless otherwise noted:

Not more than three 6-axle SD-35, SD-40, SD-45, U-30-C, U-33-C or three 4-axle GP39X, GP40-X, GP-50, B-36-7 or any combination of these locomotives coupled may be operated under power including dynamic braking on head end of trains (except on designated trains).

Not more than four 4-axle GP30, GP-35, GP-38, U-23-B, B-23-7, or any combination of these locomotives coupled may be operated under power including dynamic braking on head end of trains (except on designated trains).

Not more than four 4-axle GP-18, GP-7, GP-9, or any combination of these locomotives coupled may be operated under power on head end of trains (except on designated trains).

When GP-7 and/or GP-9 locomotives are trailing in a four unit consist, in making a reverse movement on an ascending grade handling cars, the two lead units of the locomotive consist will be taken "off line" before starting the reverse movement. The two lead units will not be placed back "on line" until the reverse movement has been completed or instructed to do by proper authority.

When GP-7 and/or GP-9 locomotives are handled behind three or more locomotives having a horsepower rating of a GP-38 (2000 horsepower) or greater, engineer will not use power above No. 3 throttle notch when making reverse movement.

Type 4-4 diesel units exceeding 245,000 lbs., type 6-6 diesel units, and 4-axle cars exceeding 220,000 lbs. must not be operated over structures on side or industrial tracks except where authorized by the Division Superintendent.

EMD SW-1500 type units, series 2300 through 2347, inclusive, and MP-15 type units, series 2348 through 2393, inclusive, will be handled as follows:

- SW-1500's must not exceed fifty (50) MPH in lieu of restriction imposed by Operating Rule 109(f).
- EMD MP-15 type locomotives, series 2348 through 2393, inclusive, must not be operated under power in excess of twenty (20) MPH at any time.
- Must be used as lead unit when operated in road service in multiple, due to not being equipped with dynamic braking.
- Dynamic brake must not be used when these units are part of the engine consist or are being towed.
- Will not be operated in multiple in a locomotive combination that has a total of 14 powered axles, which include axles on SW-1500 and MP-15 locomotives.
- Cannot be towed with locomotive combinations that have a total of more than 14 powered axles.
- Must not be used as lead unit in combinations outlined above, unless equipped with a speed indicator.

15. LOAD LIMITS AND EQUIPMENT RESTRICTIONS (Cont'd)

a. LOCOMOTIVES—Instructions and Restrictions (Cont'd)

The emergency feature of Conrail, PC and NYC locomotives are so designed that power or engine speed will not be reduced from an emergency application of the brakes from any source other than the brake handle itself. Also, on C&O/B&O locomotives, when an emergency brake application occurs from any source other than the brake itself, the locomotives may not reduce power or engine speed for approximately 20 seconds.

USE OF THE DYNAMIC BRAKE

The dynamic brake is the first priority brake for controlling train speed. It must be applied a sufficient distance in advance to insure slowing to the desired speed safely.

The dynamic brake amperage must be increased gradually allowing slack to bunch safely against the engine.

When entering switches, crossovers, or turnouts, restricted to 25 MPH or less, the dynamic brake must not exceed 400 amps until the lead half of the train is through the switch, crossover or turnout.

The dynamic brake must not be released in severe undulating (rip-rap) terrain or on a heavy descending grade. It can be released with train on level grade or at bottom of grade with the engine on ascending grade. When releasing the dynamic brake, time must be allowed for slack to adjust before applying power.

If necessary, train air brake may also be used with dynamic brake applied. After each air brake application, the independent brake handle must be depressed frequently and held at least 4 seconds for each unit in the consist and until brake pipe exhaust ceases to keep locomotive brakes released. When releasing train air brakes, the dynamic brake must be kept fully applied until air brakes have released throughout the train.

If train air brake applies in emergency with slack bunched while in dynamic braking, the locomotive brake should be allowed to apply enough to keep slack bunched, prevent runout on the head end and prevent engine wheels from sliding.

Dynamic brake amperage must not exceed 400 amps when making a planned stop with train air brakes.

CRESTING GRADE

As the locomotive consist crests the summit, the throttle must be reduced to maintain a safe level of forces in those couplers at the crest of the grade. Further throttle reductions may be made to keep the speed constant and amperage at a safe level.

After the throttle has been reduced to idle and the speed is increasing with one half the train over the crest on heavy grades, the dynamic brake is then gradually applied and amperage increased to a level that will generate enough retarding force to control the train at a constant speed. The speed should not be allowed to increase until two thirds of the train is over the crest.

USE OF THE LOCOMOTIVE BRAKE

The locomotive independent brake may be used only in switching, handling a light engine and starting a train on descending grade. The locomotive independent brake is not to be applied in train operation except in case of emergency.

The locomotive brake may be allowed to apply to a safe level from an automatic brake application when there are more locomotives than cars in the train or in very short trains when slowing or stopping. The locomotive brake is to be bailed off during an automatic brake application on other type trains. The independent brake valve must be held in the bailed or release position four seconds for each locomotive in the consist after each automatic brake pipe application and at frequent intervals during braking to fully release the brakes on the locomotives in other than radio operated trains.

15. LOAD LIMITS AND EQUIPMENT RESTRICTIONS (Cont'd)

USE OF THE LOCOMOTIVE BRAKE (Cont'd)

Under no circumstances will the locomotive independent brake and dynamic brake be used together. When applying the dynamic brake, depress the independent brake frequently to insure that brake cylinder pressure does not develop. When the dynamic and train brake (automatic brake pipe reduction) are combined, the independent brake valve must be bailed and held in this position four seconds for each unit in the consist after each automatic brake application and at frequent intervals during braking. (This procedure will release the locomotive brakes if the dynamic brake release interlocks do not function and if there are units in the consist not equipped with dynamic brakes).

When an emergency brake application occurs while the train is moving, the locomotive brake should be bailed if the slack is stretched at the time of the emergency application to prevent jackknifing the train. If the slack is bunched at the time of the emergency application, the locomotive brake should be allowed to apply to a safe level that will prevent locomotive wheels from sliding and to keep the slack bunched, preventing run out on the head end of the train.

USE OF TRAIN AIR BRAKES

The dynamic brake is the first priority brake for controlling train speed. The train air brake is to be used when the dynamic brake is not available or in an emergency. The train air brake can also be used with the dynamic brake when additional braking is required.

To slow the train when dynamic brake is not available, the initial brake pipe reduction of 5 to 8 p.s.i. should be made while working power, keeping the locomotive brake released. After the air brakes have taken effect throughout the train, throttle setting should be reduced gradually, keeping the train stretched. Additional reductions of 2 to 3 p.s.i. may be made to further reduce speed. These reductions should total at least 10 p.s.i. to insure that the train brakes fully release.

After placing the automatic brake valve in release position, gradually reduce throttle to keep in-train forces at safe levels while train brakes are releasing.

To stop when dynamic brake is not available, use the same procedure as for slowing. Additional brake applications of 2 to 3 p.s.i. should be made to complete the stop, keeping the locomotive brake released. Just before stopping, place the throttle in idle.

If train air brake applies in emergency while the train is stretched, the independent brake must be bailed to keep the locomotive brake released and let the train remain stretched, preventing jackknifing.

When air brakes are applied to a consist of more than 100 cars and dynamic brake is not operating or not available, the train must be stopped before releasing train air brakes (does not apply when cresting or descending heavy grades or to radio trains, or to Rail-Highway trains).

When air brakes are applied to a consist of more than 125 cars with the dynamic brake operating, the train must be stopped before releasing train air brakes (does not apply when cresting or descending heavy grades or to radio trains, or to Rail-Highway trains).

FREIGHT TRAIN AIR BRAKE RUNNING RELEASE

After air brake is applied, running release must not be made until the last brake pipe application has become effective on the rear car of the train. To insure a complete release, a total reduction of 10 p.s.i. or more should be made.

A running release must not be made with any slack bunched unless dynamic brake is in use.

Running release must not be made after emergency application. After emergency application the automatic brake valve must be placed in emergency position until the train stops.

Running release may be made as follows if the reduction is less than 15 p.s.i.:

No. Cars	Dynamic Brake Operating	Lowest Allowable Speed for Release
Over 125	With or Without	STOP
101 - 125	With	35 MPH
101 - 125	Without	STOP
75 - 100	With or Without	30 MPH
0 - 74	---(no restrictions)---	

Above table does not apply when cresting or descending heavy grades, to radio trains, or to Rail-Highway trains.

Engineers on passenger, through freight and local runs which originate and terminate at points where engine house forces are maintained, will:

- Fill out one Form 1059 for controlling unit in consist and an additional 1059 report on each unit having reportable defects.
- Place Form 1059, Locomotive Inspection Report, in

designated holder on the operating unit.

Engineers on runs tying up at outlying points and engineers in yard service at points where engine house forces are not maintained will inspect locomotives at such points and will at time such inspection is made:

- Fill out Form 1059, Locomotive Inspection Report, for each unit or units of the consist and mail promptly to the Master Mechanic.
- Fill out Form 1044, Inspection Made Report, for each unit or units of the consist and place in designated holder on each unit. Remove and destroy old Form 1044.

STARTING AND SHUTTING DOWN ENGINES

Unless relieved by another crew, or receive instruction to the contrary, all locomotives will be shut down when temperature is not expected to go below 40 degrees, at the end of run or tour of duty at designated engine terminals.

Terminal Officers or their representatives will instruct you to leave the locomotives running if the next crew will use these locomotives within 30 minutes, or if it is known that a condition exists that is detrimental to shutting the locomotives down.

Following procedure will be used to shut down individual locomotives:

- Place isolation switch in START position.
- Push STOP button until engine stops. **DO NOT STOP ENGINES WITH THROTTLE STOP.**
- Turn off fuel pump switch, control switch, generator field switch, all light switches, and radio breaker.

At outlying points, **WHEN OUTSIDE TEMPERATURE IS NOT EXPECTED TO GO BELOW 40°**, and when engine will be idling one hour or more, engine will be shut down unless otherwise instructed by Chief Dispatcher's office.

If it is known that engine has weak batteries or any other condition which would prevent restarting once shut down, Chief Dispatcher's office must be notified. When necessary to start engine, the following procedure must be followed:

- Check engine for oil and water.
- Check air box drains. The air box drains are located underneath the locomotives at the governor end of the diesel engine. On all models purchased since the SD-24's there is a common drain. It is located at the end of the fuel tank in the middle. All other EMD models (GP-7, GP-9, GP-18 and switch engines) have a drain on each side of the locomotive. Both sides must be checked. If water is found leaking out air box drains, **DO NOT CRANK.**
- Before cranking engine:
 - Be sure fuel pump is not running.
 - Open all cylinder test cocks.
 - Turn engine over three revolutions by using the start button. If water is observed exhausting out of a cylinder test cock continuously, the engine should not be started.
 - Close test cocks tight.
- Turn on fuel pump and prime engine with fuel until fuel is observed in the engine mounted sight glass.
- Crank engine. On all of the locomotives that have starter motors for cranking, observe the instructions at the starter button location. The starter motors should only be engaged for twenty (20) seconds, maximum and allowed to cool down for two (2) minutes. Presently, the following locomotives are equipped with starter motors:

2823-2878	5000-5256	3100-3328
	7000-7092	4600-4605
- After engine is running, retighten all cylinder test cocks that can be heard exhausting. The low water alarm and low oil buttons should be checked while and after cranking to be sure they have not kicked out. Batteries can be run down trying to crank engines if these buttons are tripped.
- Test cock wrenches can be obtained from Mechanical Department.

THESE INSTRUCTIONS APPLY WHEN TEMPERATURE IS NOT EXPECTED TO GO BELOW 40°. IF PREDICTED LOW IS UNDER 40°, ENGINES WILL BE LEFT IDLING. IN CASE OF QUESTION, CONTACT CHIEF DISPATCHER'S OFFICE BEFORE SHUTTING DOWN ENGINES.

When locomotive consists are run light, idle trailing units.

When locomotives are moved in tow, they should be idled unless conditions warrant shutting them down.

When a train (other than Rail-Highway) is operated with less than 50% of tonnage for the units on the train, then one unit should be idled.

15. LOAD LIMITS AND EQUIPMENT RESTRICTIONS (Cont'd)

PUSHER SERVICE

When performing pusher service, the following procedure will be used by the pusher engine:

1. Couple engines to the rear of the train or cut to be shoved. Place automatic brake valve in handle off position. Cut the double-heading cock out on the pusher engines, allowing the trainline air to be controlled by the lead engine.
2. Couple the trainline air hoses and open both angle cocks.
3. If a caboose is ahead of the pusher engines, it must be unoccupied while shoving.
4. Speed will not exceed 15 MPH while engine is coupled to caboose.
5. When pusher service is no longer required, the movement must STOP.
6. Close both angle cocks.
7. Cut in the double-heading cock on the pusher engines, test independent brake and separate from the train.
8. Restore employee back on the caboose of the train that was shoved.
9. No more than 12 powered axles (except GP39X, GP40X, GP50, B-36-7, 8 axles) may be operated by pusher engine consist.

Good communications must be established during such a move.

When Conrail, PC, NYC and C&O/B&O engines are operated as the controlling unit, they are not to be used as a "pusher" locomotive, under any circumstances.

PROCEDURE FOR STANDARD TRAIN BRAKE TEST

1. Charge the train to required pressure.
2. After receiving proper signal, make a continuous 15 pound equalizing reservoir pressure reduction.
3. After brake pipe exhaust ceases, cut out the pressure maintaining feature (if so equipped), cut out brake pipe cutoff valve on 26-L equipment, wait 45 seconds, and then time the brake pipe leakage for one minute which must not exceed 5 PSI per minute.
4. Reduce the equalizing reservoir pressure below the brake pipe pressure not exceeding 3 PSI. Cut in brake pipe cutoff valve on 26-L equipment. Make a full service application. When the brake pipe exhaust ceases, cut out the brake pipe cutoff valve on 26-L equipment.
5. When signal for release is received, place the automatic brake valve handle in "release" or "run" position and cut in the brake pipe cutoff valve on 26-L equipment, cut in maintaining feature on other equipment if so equipped.

CHANGING OPERATING ENDS OF LOCOMOTIVES

The following procedure must be followed when changing operating ends of locomotive consists. These instructions apply to all type road locomotives equipped with 26-L brake.

Locomotives Being Cut Out:

1. Move automatic brake valve handle to service position and make a 20 pound reduction.
2. After brake pipe exhaust stops, place cutoff valve in CUT OUT position.
3. Place automatic brake valve in HANDLE OFF position and place pin in handle.
4. Apply independent brake valve handle to full application.
5. Place MU valve in the desired TRAIL position.
6. Place independent brake handle in fully released position.
7. Place selector lever in OFF position. (AAR control stands do not have a selector).
8. Place reverse lever in NEUTRAL and lock. (AAR standard control stands have instructions posted in the cab to remove reverse lever. Where so posted, reverse lever must be removed).
9. Place control and fuel pump switch, engine run switch and generator field switch in OFF position.

15. LOAD LIMITS AND EQUIPMENT RESTRICTIONS (Cont'd)

Locomotives Being Cut In

1. Place the engine run switch, and control and fuel pump switch, in ON position.
2. Leave reverse lever in NEUTRAL position. (Where reverse lever has been removed on AAR standard control stands, reverse lever must be replaced and left in NEUTRAL position.)
3. Make certain throttle lever is in IDLE, selector lever is in OFF (AAR control stands do not have a selector).
4. Apply independent brake valve handle to FULL application.
5. Place MU valve in LEAD position.
6. Remove pin from automatic brake valve handle and place in "Release" or "Running" position.
7. Place cutoff valve in FRGT position.
8. Place generator field switch in ON position.

ENGINE HORNS

Prior to leaving on-duty point it must be determined that the horn on the lead unit is working properly. If this horn is inoperative, or becomes inoperative during tour of duty, the Chief Dispatcher must be notified.

Under no condition will the horns be cut out on either end of the controlling unit.

TOWED OR INOPERATIVE ENGINES

When towing Engines 1002 through 1143, 1733, or 8231 through 8237, of which have either the No. 6 or No. 14 EL type locomotive brake, the locomotive should be shut down and the main reservoirs drained below 25 PSI. The independent and automatic brake valves should be placed in running position. The brake pipe cut-out cock to the automatic brake valve "cut-out". The dead engine feature must be cut "in". The dead engine feature is located near the distributing valve between the main reservoir and brake pipe.

Diesel yard engines in tow will be handled only in local freight service not to exceed thirty (30) MPH, except EMD SW-1500 and MP-15 type locomotives, series 2300 through 2393, inclusive, may be towed up to a speed not exceeding fifty (50) MPH.

The maximum number of units that may be handled in tow on the head end of a train by size and type are as follows:

- *3 - SD, GP39X, GP50, GP40X, B36-7, U-30C, or U-33C units.
- *4 - GP30, GP35, GP38, U-23B or B23-7 units.
- *1 - GP-7, or GP-9, or GP-18 unit.

NOTE: Do not mix GP-7, GP-9 or GP-18 units with any other type locomotive being towed. When towing engines on the head end, all hoses must be connected.

* - Exception: On designated Unit Coal Trains.

LOCOMOTIVES SET OFF OR PICKED UP

Engineers setting off diesel units on line of road must see that control and fuel pump switch is left in "ON" position when units are to idle due to weather conditions.

Likewise, when diesel units are picked up as trailing units on line of road, engineers must see that control and fuel pump switch is left in "OFF" position.

If necessary to set off or leave an engine on line of road on other than a track designated for tying up or setting off engines, permission must first be obtained from the chief dispatcher and the engine left coupled to a car with an effective hand brake applied on engine and on the car coupled to engine.

Padlock hasps on magnetic tape speed recorders on locomotives are not to be broken under any circumstances.

15. LOAD LIMITS AND EQUIPMENT RESTRICTIONS (Cont'd)

HIGH VOLTAGE CABINETS

Locomotive high voltage cabinets are kept locked and are not to be opened except by an officer or in emergency situations and only then after complying with the following precautions:

1. A locomotive must be isolated and shut down before attempting to extinguish a fire in the high voltage cabinet.
2. A locomotive must be isolated before opening the high voltage cabinet to gain access to traction motor cut-out switches.

BACK-UP MOVEMENTS

Trains are not to be backed up account inability to start. If the train cannot be started after taking slack, other arrangements are to be made.

Consideration prior to back-up movement must be given to tonnage, train length, position of heavy and light cars, grade conditions, track curvature, turnouts, locomotive type and number in the consist.

1. No more than 12 powered axles (except GP39X, GP40X, GP50, B-36-7 - 8 axles) should be used to make a back-up movement where track and train conditions indicate a high risk for jackknifing, rail turnover, or pushing cars off the outside of sharp curves.
2. Train air brakes are to be fully released before applying power.
3. Amperage should be limited to a safe level throughout the movement.

RADIO TRAINS

At points where radio trains stop to change crews, the following procedure will be observed:

1. The inbound engineer will apply the automatic air brake when stopping, cut out the feed valve on the remote units and leave the air brake applied.
2. The outbound engineer will release the brake with the remote feed valve still cut out; when advised from the caboose the air pressure is rising, the remote feed valve may then be cut in and the train depart.

When radio trains are to be left unattended, the radio control units are to be set up so they can be handled by a yard engine, the feed valve cut out and the units isolated. The radio equipment on the master controlling units must be shut down and brakes further applied using the conventional automatic brake valve. In addition, a sufficient number of hand brakes must be applied.

CAUTION: When Radio Train malfunctions occur, notify Chief Dispatcher.

When continuity is lost and cannot be regained, the train will be stopped and the Radio Controlled units will be switched to the head end of the train and operated as a conventional train.

If switching cannot be performed at place of malfunction and it is necessary to move train to the first available switching point, a designated employee will ride the radio control units to make sure wheels are turning freely.

Anytime a radio train in empty unit coal train service is being operated with the remote controlled equipment on the head end, and the equipment on the radio car is turned on, the locotrol equipment on the lead locomotive must be turned on and continuity must be maintained at all times, and the following three (3) conditions must be observed:

1. A 27-point trainline jumper cable must never be connected between the head end units and the remote controlled equipment.
2. The feed valve on the radio car must be cut out on the console of the lead unit.
3. The MU switch on the console of the lead unit must be in the IDLE position.

15. LOAD LIMITS AND EQUIPMENT RESTRICTIONS (Cont'd)

RADIO TRAINS (Cont'd)

When radio trains are stopped, the correct procedure for insuring a continuous trainline must be observed.

The procedure is:

1. Make full service brake application.
2. Center reverser.
3. Apply engine brake with push button.
4. Cut out feed valve switch on console.
5. Place isolation switch in "isolate" position.
6. Feed valve should indicate "out."

To release brakes:

7. Place isolation switch in "MU" position.
8. Push automatic release button.
9. When pressure rises on cab, turn feed valve to "on."
10. Push automatic release button.
11. Push independent (engine brake) release button.

Trains towing radio receiver cars will keep the receiver car next to their engine(s) when picking up on line of road.

SELECT-A-POWER FUEL SAVER
OPERATING INSTRUCTIONS

The fuel saving device reduces the throttle to Number 1 position on trailing units when full power is not needed for maintaining maximum authorized speed.

The fuel saver switch on each unit in the consist must be in "Run" position for proper operation. (This switch is located on the fuel saver device).

To Isolate Units:

- (1) Push the "Subtract Button" each time a trailing unit is to be taken off line.
- (2) The power change yellow light will indicate the command is being executed.
- (3) Each unit taken off line will extinguish a red status light on the fuel saver which indicates the number of units on line.

To Restore Units on Line:

- (1) Push the "Add Power Button" each time a trailing unit is to be placed on line.
- (2) The power change yellow light will indicate the command is being executed.
- (3) Each unit placed on line will light a red status light on the fuel saver which indicates the number of units on line.

Malfunction Indication:

A flashing red train line fault light indicates a defective train line circuit. (A generator field switch in the up position on a trailing unit will give a train line fault indication). If train line fault indication still exists all fuel saver devices are to be isolated.

The Select-A-Power Fuel Saver is nullified when the dynamic brake is used or throttle is placed in idle. Dynamic brakes on trailing units are not nullified when these units are in the fuel saving mode.

15. LOAD LIMIT AND EQUIPMENT RESTRICTIONS (Cont'd)

b. DIESEL UNIT AND EQUIPMENT RESTRICTIONS

The weight of engines and cars is limited as follows:

Loaded 4-wheel truck cars weighing in excess of 220,000 lbs. but not more than maximum weight shown for line may be handled provided their coupled length, truck centers and axle spacing are not less than the following:

(1) Coupled length	37'9"
(2) Truck centers	25'3"
(3) Axle spacing	5'8"

BETWEEN
CHATTANOOGA AND MACON ("H" LINE)
ATLANTA AND MACON ("S" LINE)
CLEVELAND AND COHUTTA
FORRESTVILLE AND KRANNERT
FAIRBANKS JCT. AND M.P. C-382.0

EQUIPMENT	TYPE	TOTAL WEIGHT
Diesel Electric	4-4	(a) 268,000 lbs.
Diesel Electric	6-6	(a) (b) 414,000 lbs.
Loaded Cars	4-Wheel Trucks	(b) 286,000 lbs.
Loaded Cars	6-Wheel Trucks	(b) 315,000 lbs.

- (a) 1. Engines coupled are not permitted to pass over trestle on thread mill track at Hair.
2. Engines must not pass over conveyor installed in west track Marquette Cement Plant, Rockmart.
3. SD-type, U-30-C, and U-33-C type engines must not be handled on the lead track to Marquette Cement Plant at Rockmart, Ga., nor on Sou. Cement Lead, Chattahoochee, Ga.
4. Engines must not pass over unloading pit, Feed Mill track, Forsyth, Ga.
(b) 1. Speed must not exceed 25 MPH over Summerville Road Underpass (M.P. C-373.7).

BETWEEN
CHATTANOOGA AND M.P. C-382.0
GREEN AND GRIFFIN
RAYMOND AND COLUMBUS

EQUIPMENT	TYPE	TOTAL WEIGHT
Diesel Electric	6-6	(a) 414,000 lbs.
Diesel Electric	6-6	(a) 392,000 lbs.
Diesel Electric	6-6	379,000 lbs.
Diesel Electric	4-4	268,000 lbs.
Loaded Cars	4-Wheel Trucks	(b) 263,000 lbs.
Loaded Cars	4-Wheel Trucks	(a) 286,000 lbs.
Loaded Cars	6-Wheel Trucks	(a) 315,000 lbs.

- (a) Speed must not exceed 10 MPH over Mulberry Creek Bridge (M.P. R-20.1).
(b) Speed must not exceed 25 MPH over Mulberry Creek Bridge (M.P. R-20.1).

NOTE — Loaded auto rack cars, Hy Cube box cars, and Rail-Highway trailers 13'-6" high on 3'-6" high standard deck cars cannot be handled between Cedartown and Bremen account overhead bridge clearance at M.P. C-331.6.

BETWEEN
GRIFFIN AND COLUMBUS
BARNESVILLE AND THOMASTON

EQUIPMENT	TYPE	TOTAL WEIGHT
Diesel Electric	4-4	268,000 lbs.
Diesel Electric	6-6	342,000 lbs.
Loaded Cars	4-Wheel Trucks	263,000 lbs.
Loaded Cars	6-Wheel Trucks	293,000 lbs.

15. LOAD LIMITS AND EQUIPMENT RESTRICTIONS (Cont'd)

c. LOADING OF 100-TON CARS

For on-line movement only, the following listed 100-ton cars are authorized to be loaded to 286,000 lbs. gross weight. Other 100-ton cars moving on-line and all off-line movements exceeding 263,000 lbs. gross weight must be authorized by Assistant Vice President-Transportation, Atlanta.

(Revised 3-81)

SERIES	CG	TYPE
11500 —	11514	8 ft. BHD Bulkhead Flat
11600 —	11649	10 ft. Bulkhead Flat
347 —	352	SOU Tank
1000 —	1749	8 ft. Side Gondola (aluminum)
4999 —	4999	Tank (airjet)
6215 —	6364	Covered Hopper (90-ton aluminum)
6365 —	6964	Covered Hopper
6969 —	6999	Covered Hopper (90-ton)
7925 —	7999	Covered Hopper
8075 —	8999	Covered Hopper (aluminum)
9560 —	9599	12 ft. Door Box
9600 —	9614	12 ft. Door Box (90-ton)
9640 —	9739	16 ft. Door Box (hogshead)
16000 —	16399	16 ft. Door Box
17450 —	17499	16 ft. Door Box (CUF)
32975 —	32999	10 ft. Door Box
42452 —	42469	20 ft. or larger Door Box (hycube)
42470 —	42604	20 ft. or larger Door Box (hycube)
42848 —	42945	20 ft. or larger Door Box (hycube)
43000 —	43049	15 ft. Door Box
43050 —	43135	16 ft. Door Box
43148 —	43185	16 ft. Door Box
43186 —	43293	16 ft. Door Box (hycube)
43400 —	43495	16 ft. Door Box (hycube)
50097 —	50097	Flat (well car)
50900 —	50904	Under 6 ft. BHD Bulkhead Flat
50905 —	50906	Flat
62300 —	62399	Gondola, Covered Coil
62740 —	62764	4 ft. 6 in. Side Gondola (CUF)
62966 —	62955	4 ft. 6 in. Side Gondola (w/cov. & cradles)
62962 —	62986	4 ft. 6 in. Side Gondola (CUF)
63000 —	63199	3 ft. 3 in. Side Gondola
75000 —	76599	Hopper
76800 —	78399	Hopper (four compartment)
78400 —	79299	Hopper
79300 —	79339	Hopper (Auto Unload)
79425 —	79999	Hopper (Auto Unload)
85000 —	85499	Covered Hopper
88000 —	88999	Covered Hopper
90100 —	90403	Covered Hopper (airslide)
90850 —	90999	Covered Hopper
91000 —	91599	Covered Hopper (centerflow)
91800 —	92399	Covered Hopper
96000 —	96699	Covered Hopper
100300 —	102099	Hopper (aggregate)
103300 —	103999	Hopper (aggregate)
105000 —	105249	Hopper (limestone)
109950 —	109999	Hopper (limestone)
114000 —	114549	11 ft. BHD Bulkhead Flat (lumber)
114850 —	114899	10 ft. BHD Bulkhead Flat
114925 —	114949	10 ft. BHD Bulkhead Flat
115500 —	115599	10 ft. BHD Bulkhead Flat (90-ton)
115600 —	115699	10 ft. BHD Bulkhead Flat
115793 —	115797	8 ft. BHD Bulkhead Flat
116100 —	116199	10 ft. BHD Bulkhead Flat (CUF)
133000 —	134749	Hopper (woodchip)
139725 —	139999	Gondola Rotary Dump Woodchip
350000 —	352661	Hopper
390000 —	390499	Hopper (Auto Unload)
526525 —	526674	10 ft. Door Box
551200 —	551357	16 ft. Door Box (CUF)
556000 —	556199	10 ft. Door Box (EOC)
565000 —	565074	10 ft. Door Box (CUF)
565200 —	565599	10 ft. Door Box (EOC)
569000 —	569124	10 ft. Door Box (CUF, w/bulkheads)
586000 —	586249	16 ft. Door Box (EOC, Bulkheads)
587000 —	587049	16 ft. Door Box (EOC)
991931 —	991949	Work Equipment (Air Dump)
991976 —	991983	Work Equipment (50 cy. Air Dump)
994100 —	994349	Work Equipment (Ballast)
995000 —	995007	Tank (Non-Revenue)

15. LOAD LIMITS AND EQUIPMENT RESTRICTIONS (Cont'd)**d. DERRICKS**

For the purpose of these restrictions, derricks are divided into groups as follows:

- Group 1. Derricks SOU 903002, 12, 13, 14, 16 and 26 (250 ton derricks).
- Group 2. Derricks SOU 903010, 11, 15, 17, 18, 19, 20, 23, 24, 25 and 29 (150 ton derricks).
- Group 3. Derricks SOU 903005, 06, 07, and 08 (150 ton derricks).
- Group 4. Derrick SOU 903001 (150 ton derrick).

(A) General Restrictions:

1. Derricks must not be operated coupled to engine or cars weighing more than 90,000 lbs.
2. For line of road movement, a derrick must be handled on head end of train with the required leading spacer car next to the engine.
3. Derricks must not be operated over structures on industrial tracks except with specific authority.
4. Derrick speed shall not exceed the smallest of the following:
 - a. Authorized freight train speed.
 - b. Group 1 Derricks, 45 MPH; all other derricks, 25 MPH.
 - c. Speed, if any, given in special restrictions below for line or structure over which derrick is being handled.

(B) Special Restrictions

- (1) Groups 1, 2 and 4 must not exceed a speed of 10 MPH over Thomaston Underpass (M.P. B-249.2).
- (2) Group 1 is restricted to 30 MPH on Central of Georgia between Atlanta and Macon.

e. LOCOMOTIVE CRANES

Sou 992307 and SOU 992312 may be handled over all main tracks and sidings at a speed not exceeding 25 MPH. SOU 992309 may be handled at a speed not exceeding 25 MPH over main tracks and sidings, except over Thomaston Underpass (M.P. B-249.2), speed must not exceed 10 MPH. This crane must not be operated over structures on side or industrial tracks unless authorized.

f. JORDAN SPREADERS

Jordan Spreaders, JS-6 and JS-7 (SOU 992600 and SOU 992598), must be handled next ahead of caboose on rear of freight trains at a speed not exceeding 40 MPH. These cars must be handled with "B" end trailing, so that side spreaders hinged near the "A" end of the car are in trailing position.

g. SCALE TEST CARS

Scale test cars will be handled only on authority of the Chief Dispatcher in accordance with Rule 109(i), and in local freight trains where practicable. SOU 992550, SOU 992551 and SOU 992552 have long wheelbase and are not restricted as to speed or position in train. All other scale test cars must stand next ahead of caboose, must not be coupled to any car over 50 ft. long, and must not exceed 25 MPH.

h. AIR DUMP CARS

ALL System air dump cars are restricted to maximum speed of forty (40) MPH. The following cars must be handled only in local freight or work trains:

SOU 991951 through SOU 991965.

Other System air dump cars may be handled in through trains that are permitted to handle open-top equipment.

i. DEPRESSED CENTER AND MULTI-WHEELED EQUIPMENT

All depressed center flat cars equipped with six-wheel trucks if empty, or loaded with a net weight of 100,000 lbs. or less, must be handled in the rear 25% of the train.

Transformers, rotors, circuit breakers, or similar electrical equipment with net weight exceeding 200,000 lbs., loaded on well, depressed or flat car must be handled on or near the head end of trains - except on locals. When these loads are designated to move on locals or high-wide specials, they will be positioned as instructed by Control Center.

Loads in any equipment with waybill carrying "high value" sticker and/or transformers, rotors, circuit breakers, or similar electrical equipment loaded on well, depressed or flat cars will not be humped or permitted to roll free. Instead, they will be shoved to a coupling with motive power attached. All cars will be coupled in the same manner to a cut in which such equipment is standing.

j. EXCESSIVE DIMENSION EQUIPMENT

Freight cars stenciled "C," "E" and "F," and unstenciled general service equipment having dimensions within Plate "B" may be handled on all main tracks and sidings of the Georgia Division EXCEPT Plate "C," "E" and "F" cars cannot be handled on East Mail Track and West Mail Track at Atlanta, Ga. (M.P. 152.7-H). Plate "F" cars cannot be handled under Sixth Street overhead bridge on No. 3 Yard Track Extension at Griffin, Ga. (M.P. S-251.4), 13th Street overhead viaduct at Columbus, Ga. (M.P. 96.9-M), Van Wert Street overhead bridge at Buchanan, Ga. (M.P. C-331.7). EXCEPTION — All Wood Chip Hoppers in series SOU 132000 to 139999 may be handled under 13th Street Overhead Viaduct at Columbus (M.P. 96.9-M), and under Van Wert Street Overhead Bridge at Buchanan (M.P. C-331.7).

Fully enclosed auto rack cars (exceeding Plate "F" but not exceeding 19' 0" above top rail) may be handled on all main tracks and sidings of the Georgia Division EXCEPT East Mail Track and West Mail Track at Atlanta (M.P. 152.7-H), under Sixth Street overhead bridge on No. 3 Yard Track Extension at Griffin, Ga. (M.P. S-251.4), 13th Street overhead viaduct at Columbus, Ga. (M.P. 96.9-M), Van Wert Street overhead bridge at Buchanan, Ga. (M.P. C-331.7), West Poplar Street overhead bridge at Griffin, Ga. (M.P. 18.9-M), Taylor Street overhead bridge at Griffin, Ga. (M.P. 18.7-M), Edgewood Avenue overhead bridge (M.P. 635.4-DF), Armour-Decatur Street Belt Line, overhead bridges (M.P. C-286.0 to M.P. C-287.1), County Road overhead bridge (M.P. C-266.0), and Bridge Street overhead bridge (M.P. C-270.1).

Other cars exceeding 17' 0" which may be stenciled "F+" or "Exceeds Plate F" cannot be defined because of varying dimensions and cannot be specifically restricted. The route for movement of these "F+" or "Exceeds Plate F" cars must be cleared by Chief Dispatcher.

It must be determined that adequate clearance exists before handling all cars on Industry tracks.

Account low overhead clearance at Western Carloading and Atcon Warehouses, Dalton, Georgia, High Cube Box cars as well as TTX cars loaded with trailers will not clear.

"Best Friend of Charleston" (SOU 900098 and SOU 900099) cannot be handled on East Mail track past mail shed at M.P. 152.7-H, Atlanta, Georgia. West Mail track o.k.

k. EXCESSIVE CURVATURE

Long (73 ft. or more) cars may be handled on main and passing tracks without restrictions account curvature and grade.

The following instructions apply to movement on tracks other than main and passing tracks:

- (1) Long cars must not be handled through No. 6 turnouts.
- (2) Long cars moving over tracks having a curvature in excess of 12 degrees 30 minutes must be coupled on each end to cars not shorter than 50 ft. If curvature is in excess of 15 degrees, or turnouts are No. 7, the movement must be accomplished under observation at slow speed.
- (3) Long cars must not be handled on curves exceeding 17 degrees.

l. OTHER EQUIPMENT RESTRICTIONS

An engine equipped with snowplows (deflectors) must not couple to the diaphragm end of a passenger-type car; a freight car must be used as spacer.

When coupling to a loaded placarded tank car, do not stand closer than 15 feet from the tank car dome. The contents of the car may splash from the dome during and immediately after coupling.

Tank cars observed leaking should be reported to the Chief Dispatcher at once.

Tank cars found leaking before they are placed on an industry track for unloading must be reported and held for repairs before they are spotted for unloading.

Train and yard crews are not to pull or switch with covered hoppers where hopper doors are left open.

Train and yard crews are not to pull or switch with open top hoppers where hopper doors are left open.

All top hatches and bottom outlets are to be closed by the customer prior to pulling car. This applies to open top hoppers, as well as covered hoppers.

Cars equipped with plug type doors will not be moved from industrial tracks or out of yards with doors open. **Doors must be closed and latched before being moved.**

Industries will still be responsible for closing plug type doors.

Be sure that end doors are closed and secured on all enclosed tri-level cars before they are moved.

15. LOAD LIMITS AND EQUIPMENT RESTRICTIONS (Cont'd)

I. OTHER EQUIPMENT RESTRICTIONS (Cont'd)

Instructions have long been in effect that "Best Friend of Charleston" loaded on its own equipment cars will not be humped in yards and will be carefully handled on line of road. Cars containing the "Best Friend" will be shoved to a coupling and other cars will not be dropped to a coupling with this equipment.

SOU 900096 and other similar cars used to handle steam coal for steam locomotives must be shoved to rest while being switched.

Train crews handling loaded pulpwood cars must inspect the cars to determine if any of the loads are excessive width before meeting or passing passenger trains and high and wide shipments.

Inspection of pulpwood must be done sufficiently ahead of the arrival of passenger trains so as to avoid unnecessary delay to passenger trains.

In order to protect passenger trains against loads of pulpwood with excessive dimensions in consist of trains being met or passed, the following instructions will apply:

(1) A train handling pulpwood must be stopped while passenger train is being met or is passing on adjacent track, except when passenger train is first to arrive at meeting point, train handling pulpwood may pass passenger train at slow speed provided inspection of pulpwood can be made and train stopped short of passenger train if and when excessive dimension loads are detected.

(2) Passenger train will meet or pass standing train handling pulpwood on adjacent track at reduced speed unless notified that train has been inspected and there are no excessive dimension loads of pulpwood in train being met or passed.

(3) When notified that train being met or passed has been inspected and there are no excessive dimension loads of pulpwood in train being met or passed, passenger train may run at maximum authorized speed.

Before switching partially loaded woodrack cars, be sure load is balanced.

Poles or similar loads on flat cars or in open-top equipment loaded above ends of cars must not be handled in trains next to open shipments subject to damage by shifting loads on adjacent cars.

All propane and LP gas must be handled on rear of local freight trains. Where local freight trains are not operated, propane and LP gas will be handled on rear of secondary through freight trains.

16. PASSENGER TRAIN NOTES

Passenger trains will not be held for connections or passengers without authority of Chief Dispatcher.

17. OFFICERS - PHYSICIANS - WATCH INSPECTORS

a. DIVISION OFFICERS

B. A. Heilig, Superintendent of Terminals	Atlanta, Ga.
L. P. Morgan, Assistant Supt. of Terminals	Atlanta, Ga.
A. F. Brown, Asst. Supt. of Terminals	Atlanta, Ga.
J. W. Thompson, Trainmaster	Atlanta, Ga.
Trainmaster	Atlanta, Ga.
Trainmaster	Atlanta, Ga.
J. N. Hose, Assistant Trainmaster	Rome, Ga.
E. E. George, Terminal Trainmaster	Atlanta, Ga.
H. A. Waterhouse, Terminal Trainmaster	Atlanta, Ga.
E. W. Doss, Terminal Trainmaster	Atlanta, Ga.
R. Rader, Terminal Trainmaster	Atlanta, Ga.
R. Bailey, Terminal Trainmaster	Atlanta, Ga.
C. T. Bridges, Terminal Trainmaster	Atlanta, Ga.
C. E. Williams, Terminal Trainmaster	Atlanta, Ga.
J. B. Flanagan, Terminal Trainmaster	Atlanta, Ga.
W. H. Sayne, Terminal Trainmaster	Atlanta, Ga.
K. Maxson, General Yardmaster	Atlanta, Ga.
W. R. Norrell, General Yardmaster	Atlanta, Ga.
W. E. Shealy, Terminal Trainmaster	Atlanta, Ga.
J. R. Thompson, Assistant Trainmaster	Atlanta, Ga.
D. L. Michaels, Assistant Trainmaster	Atlanta, Ga.
T. E. Morgan, Terminal Trainmaster	Atlanta, Ga.
J. P. Henderson, General Yardmaster	Rome, Ga.
R. J. Reilly, Supt. of Terminals	Columbus, Ga.
B. J. Banks, General Yardmaster	Columbus, Ga.
J. D. Bryant, Division Engineer	Columbus, Ga.
J. W. Lee, Division Engineer	Atlanta, Ga.
M. B. Mitchell, Asst. Division Engineer	Atlanta, Ga.
J. A. Patton, Division Engineer	Macon, Ga.
I. R. Mauney, System Gen'l. Road Foreman	Atlanta, Ga.
R. E. Deutsch, Gen'l. Rd. Foreman of Eng. System	Atlanta, Ga.
F. N. Duke, Jr., Road Foreman of Eng. System	Atlanta, Ga.
C. E. Head, Rd. Foreman of Engines	Atlanta, Ga.
G. E. McCrary, Gen'l. Rd. Foreman of Engines	Atlanta, Ga.

17. OFFICERS - PHYSICIANS - WATCH INSPECTORS (Cont'd)

a. DIVISION OFFICERS (Cont'd)

J. C. Bell, Gen'l. Rd. Foreman of Engines	Macon, Ga.
J. M. DeMars, Road Foreman of Engines	Atlanta, Ga.
P. A. Holt, Road Foreman of Engines	Atlanta, Ga.
H. Hendricks, Road Foreman of Engines	Atlanta, Ga.
J. B. Bagley, Road Foreman of Engines	Atlanta, Ga.
R. W. Emerson, Road Foreman of Engines	Atlanta, Ga.
J. M. Shannon, Road Foreman of Engines	Atlanta, Ga.
L. J. Lyskowski, Rd. Foreman of Engines	Atlanta, Ga.
O. E. Forrister, Chief Dispatcher	Atlanta, Ga.

b. PHYSICIANS DIRECTORY

J. L. Davis, III, OPH	Atlanta, Ga.
A. H. Davison, INT	Atlanta, Ga.
J. H. Wheeler, FP	Atlanta, Ga.
R. Tyler, ORTHO	Atlanta, Ga.
J. S. Schroder, INT	Atlanta, Ga.
J. H. Rogers, GS	Atlanta, Ga.
R. E. King, ORTHO	Atlanta, Ga.
T. Howell, GS	Atlanta, Ga.
B. Howell, INT	Atlanta, Ga.
H. W. Bondurant, ORTHO	Atlanta, Ga.
R. F. Mabon, NEURO	Atlanta, Ga.
W. W. Moore, NEURO	Atlanta, Ga.
H. M. Sturm, DERM	Atlanta, Ga.
H. P. McDonald, URO	Atlanta, Ga.
B. M. Chambers, OPH	Atlanta, Ga.
L. R. Gross, OPH	Atlanta, Ga.
G. S. Roach, Jr., OTO	Atlanta, Ga.
F. J. Funk, ORS	Atlanta, Ga.
Linton H. Bishop, Jr., INT	Atlanta, Ga.
W. T. Sale, RAD	Atlanta, Ga.
J. O. Ellis, RAD	Atlanta, Ga.
Carter Smith, Jr., INT	Atlanta, Ga.
William G. Whitaker, Jr., SURG	Atlanta, Ga.
Joseph J. Stokes, OPH	Atlanta, Ga.
G. N. Gerson, ORTHO	Austell, Ga.
Richard Manus, FP	Austell, Ga.
J. K. McLendon, GP	Bremen, Ga.
J. H. Pritchett, INT	Bremen, Ga.
E. V. Patrick, INT	Carrollton, Ga.
W. H. Blanchard, GP & GS	Cedartown, Ga.
C. B. Elliott, SURG	Cedartown, Ga.
E. B. Pendleton, ORTHO	Chamblee, Ga.
J. H. Kramer, OPH	Chamblee, Ga.
W. C. McGraw, GS	Chamblee, Ga.
J. P. Syribey, GP	Chamblee, Ga.
L. L. Freeman, GP	Chamblee, Ga.
R. G. Vieth, NEURO	Chattanooga, Tenn.
E. T. Newell, Jr., GS	Chattanooga, Tenn.
E. D. Aiken, GS	Chattanooga, Tenn.
H. A. Stone, GS	Chattanooga, Tenn.
C. Shaw, DERM	Chattanooga, Tenn.
R. E. Mabe, INT	Chattanooga, Tenn.
N. H. Swann, INT	Chattanooga, Tenn.
W. H. Price, ORTHO	Chattanooga, Tenn.
C. R. Clark, ORTHO	Chattanooga, Tenn.
Molly R. Seal, OPH	Chattanooga, Tenn.
W. H. Steele, Jr., OPH	Chattanooga, Tenn.
I. M. Long, OPH	Chattanooga, Tenn.
B. W. Caughran, ORTHO	Chattanooga, Tenn.
C. H. Alper, OTO	Chattanooga, Tenn.
F. K. Jones, GS	Cleveland, Tenn.
E. N. Duncan, OPH	Cleveland, Tenn.
G. R. Conner, GS	Columbus, Ga.
C. C. Butler, INT	Columbus, Ga.
J. C. Hughton, ORTHO	Columbus, Ga.
F. C. Jarrell, Jr., EENT	Columbus, Ga.
C. D. Johnson, GP	Columbus, Ga.
J. H. Deaton, RAD	Columbus, Ga.
L. M. Yoe, OPH	Columbus, Ga.
G. S. Whatley, ORTHO	Columbus, Ga.
J. L. Worthy, SURG	Dallas, Ga.
W. Barnwell, OPH	Dalton, Ga.
D. R. Thomas, FP	Dalton, Ga.
R. P. Tucker, GP & GS	East Point, Ga.
J. E. Clouse, Jr., GP & SURG	Griffin, Ga.
W. R. King, Jr., SURG	Griffin, Ga.
W. G. Chambliss, GP	Hamilton, Ga.
M. W. Chambliss, GP	Hamilton, Ga.
J. C. Howell, GP	Jackson, Ga.
H. C. Derrick, Jr., GP	LaFayette, Ga.
W. E. Lewis, SURG	Macon, Ga.
T. H. Williams, SURG	Macon, Ga.
C. R. White, SURG	Macon, Ga.
C. L. Ridley, Jr., GS	Macon, Ga.

17. OFFICERS - PHYSICIANS - WATCH INSPECTORS (Cont'd)

b. PHYSICIANS DIRECTORY (Cont'd)

M. C. Newton, INT Macon, Ga.
 D. S. Mann, INT Macon, Ga.
 Alexander H. S. Weaver, ORTHO Macon, Ga.
 W. P. Barnes, Jr., ORTHO Macon, Ga.
 J. A. Page, OPH Macon, Ga.
 E. L. Stevens, OTO Macon, Ga.
 R. E. Cato, RAD Macon, Ga.
 S. F. Maddox, OPH Macon, Ga.
 M. I. Johnson, FP Macon, Ga.
 W. M. Brown, SURG Macon, Ga.
 A. M. Phillips, ORTHO Macon, Ga.
 C. A. Duggan, RAD Macon, Ga.
 J. C. Barnett, Jr., NEURO Marietta, Ga.
 F. W. McKinnon, ORTHO Marietta, Ga.
 P. J. Payne, Jr., ORTHO Marietta, Ga.
 J. S. Swift, ORTHO Marietta, Ga.
 G. R. Foster, Jr., GP McDonough, Ga.
 J. A. Blissit, GP McDonough, Ga.
 J. H. Powell, Jr., GS McDonough, Ga.
 C. M. Smith, GP & SURG Newnan, Ga.
 T. E. Cummings, GP Rockmart, Ga.
 H. S. Dixon, OTO Rome, Ga.
 J. I. Dickinson, GP Rome, Ga.
 R. C. Brock, SURG Rome, Ga.
 T. E. Flowers, OPH Rome, Ga.
 C. J. Wyatt, Jr., INT Rome, Ga.
 J. M. Kelley, ORTHO Rome, Ga.
 K. M. Parmer, EP Rome, Ga.
 A. R. Gray, GS Rome, Ga.
 H. A. Goodwin, Jr., GP Summerville, Ga.
 T. A. Sappington, GP & GS Thomaston, Ga.

KEY TO PHYSICIANS' DIRECTORY

CARDIO — Cardiology (heart)
 DENT SURG — Dental Surgery
 DERM — Dermatology (skin)
 EENT — Eye, Ear, Nose and Throat
 FP — Family Practice
 GP — General Practice
 GS — General Surgery
 GYN — Gynecology
 INT — Internal Medicine
 NEURO — Neurosurgery
 OPH — Ophthalmology (eye)
 ORS — Orthopedic Surgeon
 ORTHO — Orthopedics (bone)
 OTO — Otolaryngology (ear)
 PATH — Pathology (laboratory)
 PS — Plastic Surgeon
 PSY — Psychiatry
 RAD — Radiology (X-ray)
 SURG — Surgery
 URO — Urology (kidneys and bladder)

c. WATCH INSPECTORS

Bennets Watch Repair Atlanta, Ga.
 Walton Jewelry Atlanta, Ga.
 Abbey Jewelers Austell, Ga.
 K. C. Jewelry Co. Cedartown, Ga.
 Alex T. Wilkey, Sr. Chattanooga, Tenn.
 Rone Jewelers Chattanooga, Tenn.
 Tom Moore Jewelry Co. Cleveland, Tenn.
 Whittle's Watch Repair Columbus, Ga.
 Maryville Jewelers Dalton, Ga.
 Moody's Fine Jewelry, Inc. Decatur, Ga.
 Wynnes Jewelers Griffin, Ga.
 Anderson's Jewelers Macon, Ga.
 Smith-Lockwood Drug & Jewelry Store Rockmart, Ga.
 Harris Jewelry Co. Smyrna, Ga.
 Fuller Jewelry Co. Summerville, Ga.

17. OFFICERS - PHYSICIANS - WATCH INSPECTORS (Cont'd)

STANDARD WATCHES

Standard railroad watches of makes and models listed below are approved for purposes of Rule 2:

POCKET WATCHES:

ELGIN

16 size 21 Jewel B.W. Raymond

HAMILTON

16 size 23 Jewel #950

16 size 21 Jewel #992

WRIST WATCHES

BALL

TRAINMASTER #1604B

BULOVA

ACCUTRON Quartz (SMQ)

Railroad Model Series 242

ACCUTRON Railroad Model

ACCUTRON Ladies Quartz

Models 91270 and 92274

ELGIN

21 Jewel B.W. Raymond Chronometer

HAMILTON

Electric R.R. Special #50

Electric R.R. Special #51

Electric R.R. Special #52

Electric - 910917 - White

RODANIA

Quartz Watch - Model 9361,

Ref. 3488.20

SEIKO

Quartz Model HA163M

Quartz Model HA164M

Quartz CM101M

Quartz Ladies Model UXO15M

ALL watches must be in good condition and run within a variation of 30 seconds per week.

1. Clean Bulova Accutron watches every four (4) years. Clean all other APPROVED watches every two (2) years.

2. RENEW the battery in ALL electric watches ANNUALLY.

18. ASSIGNMENT OF AGENTS AND OPERATORS

STATION	WEEKDAY	SAT. & SUN.
deButts Yard	Continuous	Continuous
Cleveland, Tenn.	Continuous	Continuous
Dalton	7:00 A.M. to 12 Midnight	Sat. 7am-4pm Sun. Closed
Forrestville	Continuous	Continuous
Austell	Continuous	Continuous
Inman Yard	Continuous	Continuous
Conley	7:45 A.M. to 4:45 P.M.	Sat. Same Sun. Closed
Brosnan Yard	Continuous	Continuous
Woodbury	8:00 A.M. to 5:00 P.M.	Closed
Griffin	7:30 A.M. to 11:59 P.M.	Sat. 7:30am-4:30pm Sun. Closed
Columbus	Continuous	Continuous
Carrollton	8:00 A.M. to 4:30 P.M.	Sat. Same Sun. Closed
Bremen	8:00 A.M. to 5:00 P.M.	Closed
Cedartown	Continuous	Continuous
LaFayette	8:00 A.M. to 5:00 P.M.	Closed

19. BUSINESS TRACKS AND STATIONS NOT SHOWN IN STATION COLUMNS				
Name	M.P. Location	Station Number	Approx. Car Cap.	Open End
McKee Baking Co	17.2H	17H	4	South
McKee Baking Co	18.2H	18H	11	South
Howardville	21.9H	22H	31	Both
Varnell	30.9H	31H	19	North
World Carpet	43.0H	43H	5	South
General Tire Co	43.3H	43H	13	South
Judd and Sims Gas Co	43.8H	44H	5	South
Farm Industrial	45.1H	45H	10	North
AAA Gas Co	45.3H	45H	3	South
Latex Filler Co	45.9H	45H	12	North
Woodyard	46.1H	46H	5	South
Textile Rubber Co	46.1H	46H	50	South
Oostanaula	60.0H	60H	35	Both
Plainville	66.0H	66H	6	South
Shannon	71.1H	71H	6	Both
Aragon	98.5H	99H	Lead	South
Hiram	125.0H	125H	8	South
Powder Springs	129.9H	130H	23	North
Mableton	137.9H	138H	5	North (off of #1 Trk.)
Bickerstaff Brick Co	143.3H	143H	35	Both (off of #2 Trk.)
Jacmac	143.8H	143H	55	Both (off of #1 Trk.)
Oakdale	143.8H	144H	---	South (off of #1 Trk.)
Mayo Chem. Co	143.8H	144H	11	South (off of #2 Trk.)
Thrower Brick Co	143.9H	144H	10	South (off of #2 Trk.)
Howard Lumber Co	144.5H	145H	12	South (off of #2 Trk.)
Poly. Co., Inc.	144.5H	145H	4	South (off of #2 Trk.)
Chattahoochee	145.1H	145H	Various	Both
Constitution Storage Trk	157.9H	158H	22	Both (off of #2 Trk.)
Safety Railway Service	157.9H	158H	Various	Strg. Trk.
North Brothers Co	158.5H	159H	6	North (off of #2 Trk.)
Constitution Team Trk	158.8H	159H	4	North
Economy Forms Co	161.2H	161H	20	South
Cherokee Ind. Lead	161.2H	161H	Lead	South
Koppers Company	161.2H	161H	6	South
W. R. Bonsal Co	161.2H	161H	15	South
Northern Propane Gas Co.	161.7H	162H	10	North
Conley Team Track	162.4H	162H	10	North
Macon Prestressed Concrete	162.7H	163H	13	North
Munford Co	162.7H	163H	6	South (off siding)
Atlanta Processing Co	163.4H	164H	2	North
Rex Ga	167.4H	167H	14	South
Vulcan Materials Co	172.8H	175H	Various	Both
International Paper	173.9H	174H	20	North
Crayex Corp.	182.7H	183H	4	South
Smead Ind.	186.4H	186H	4	South
Locust Grove, Ga	188.2H	188H	4	North
St. Regis Woodyard	200.7H	201H	15	South
Hiwassee Land Co	200.7H	201H	15	North
Percale, Ga	218.6H	219H	29	South
Scherer, Ga. Power Co	218.8H	219H	Lead	North
Florida Rock Co	226.8H	227H	Various	South
Atlanta Gas Light Co	236.6H	236H	3	North
Macon Water Works	236.9H	237H	12	North
Fairbanks	3.1K	3K	7	South
West Rome	6.8K	7K	5	North
Krannert	12.6K	13K	Yard	Both
Concord	34.4M	34M	10	South
Great Sou. Paper Co	37.3M	37M	8	South
Great Sou. Paper Co	39.5M	39M	20	Both
Molena	41.5M	42M	10	North
Hiwassee Land Co	46.1M	46M	8	North
Union Camp Woodyard	55.5M	56M	25	North
Warm Springs	56.0M	56M	1	North
Pineco	64.6M	65M	5	North
Hiwassee Land Co	73.8M	74M	11	South
Great Southern	75.9M	76M	9	South
Georgia Wood Products	76.6M	77M	13	North
Ellerslie	79.8M	80M	22	Both
Meyer	90.6M	91M	9	Both
Lowe's of Columbus	91.6M	92M	10	South
Barin	R- 9.8	R-301	50	Both
Florida Rock	R- 11.0	R-302	50	Both

19. BUSINESS TRACKS AND STATIONS NOT SHOWN IN STATION COLUMNS				
Name	M.P. Location	Station Number	Approx. Car Cap.	Open End
Cataula	R- 16.2	R-307	8	North
Kraft Wood, Inc	R- 22.7	R-314	13	South
Hamilton	R- 24.1	R-315	15	Both
Pineco, Inc	R- 25.3	R-316	14	North
Pine Mountain	R- 33.2	R-324	3	North
Ga. Kraft Co	R- 34.4	R-325	15	North
White Sulphur	R- 37.2	R-327	5	North
Georgia Pacific	R- 39.3	R-331	30	North
Great Sou. Paper Co	R- 40.9	R-332	14	South
County Spur	R- 51.1	R-342	3	North
Georgia Kraft	R- 53.9	R-345	Various	North
Georgia Kraft Co	R- 54.4	R-345	17	North
Luthersville	R- 63.2	R-354	7	Both
Bexton	R- 67.0	R-358	8	Both
Penn Woodyard	C-257.3	C-257	12	South
Brooks	C-263.7	C-264	12	South
Ga. Kraft Co.	C-264.3	C-264	16	South
Flex-on	C-271.0	C-271	5	North
Turin	C-275.5	C-276	8	North
East Newnan	C-284.6	C-285	4	South
Great Southern	C-285.2	C-285	15	South
Bonnell Co.	C-288.2	C-288	12	North
County Spur	C-288.5	C-288	18	Both
Ga. Kraft Co.	C-288.7	C-288	20	North
Boone Gas Co	C-289.3	C-289	2	South
Gloverton	C-289.4	C-289	6	South
Arcco	C-291.4	C-291	19	South
Sargent	C-292.6	C-293	12	South
CBS Records Co	C-314.9	C-314	32	North
Mandeville	C-318.3	C-318	12	North
East Bremen	C-322.5	C-323	19	Both
Ga. Kraft Co	C-330.3	C-330	15	South
Blossman Gas Co	C-330.5	C-331	4	North
Berryton	C-400.9	C-401	17	South
Salmon Butane & Appliance Co	C-402.1	C-402	2	South
Roper Corp	C-419.7	C-420	50	Both
Hammond Industries	C-420.3	C-420	9	North
Swift Agric. Chem.Co	C-424.4	C-424	5	South
Farmers Mutual	C-424.8	C-424	8	South
Hiwassee Land Co	C-425.1	C-425	10	North
Imperial Cups	C-426.1	C-426	6	North
Ga. Kraft Co	C-426.4	C-426	12	North
Rock Springs	C-430.8	C-431	8	North
Missionary Ridge	C-441.1	C-441	6	South
Bolingbroke, Ga	S-206.5	S-206	50	Both
The Partnership	S-210.5	S-211	13	South
Smarr Team Track	S-212.5	S-213	3	North
Aldora, Ga., Gen. T&R Co	S-234.7	S-234	5	North
Lamar County Comm	S-237.1	S-237	10	North
Dixie Portland Flour Mill	S-238.5	S-238	25	North
Milner, Ga	S-240.0	S-240	19	North
Dixie Pipe Line Co	S-243.1	S-243	12	Both
Griffith, Ga.-Ga. Kraft Co	S-243.5	S-243	14	North
Orchard Hill, Ga	S-245.2	S-245	50	Both
Caruso, Ga	S-257.6	S-258	10	North
Sunnyside, Ga	S-258.8	S-59	10	North
Hampton, Ga	S-262.0	S-262	20	Both
Georgia Pacific	S-263.7	S-264	22	Both
Caines' Suburban Propane	S-265.1	S-265	2	North
Houdaille Concrete Co	S-271.1	S-271	10	North
Standard Container Co	S-272.6	S-273	2	North
Gifford-Hill Conc. Co.	S-275.1	S-275	10	North
Nalco Chemical Co.	S-275.4	S-275	12	South
Cotter Co.	S-275.4	S-275	12	North
Hawneer Co.	S-275.5	S-276	3	North
Macon Prestressed Conc.	S-275.8	S-276	6	North
Wheeler Bldg. Mtrls. Co.	S-275.9	S-276	3	North
Aglico, Ga.-Atl. Gas Light Co.	S-275.9	S-276	20	South
Allied Products Co.	S-276.1	S-276	8	North
Southern Bonded Ind'l Pk.	S-276.6	---	Lead	South
Morrow Ind'l Park	S-276.8	---	Lead	South (off Runaround)
County Spur	B-244.2	B-244	14	South
Ga. Kraft Co.	B-245.6	B-246	12	North
Woodyard	B-246.1	B-246	7	North

20. TABLE FOR DETERMINING TRAIN SPEEDS

Sec. per Mile	Miles per Hour	Sec. per Mile	Miles per Hour	Sec. per Mile	Miles per Hour	Sec. per Mile	Miles per Hour
45	80.0	61	59.0	84	42.9	116	31.0
46	78.3	62	58.1	86	41.9	118	30.6
47	76.6	63	57.1	88	40.9	120	30.0
48	75.0	64	56.2	90	40.0	122	29.5
49	73.5	65	55.4	92	39.1	124	29.0
50	72.0	66	54.5	94	38.3	126	28.6
51	70.6	67	53.7	96	37.5	128	28.1
52	69.2	68	52.9	98	36.7	130	27.7
53	67.9	69	52.2	100	36.0	132	27.3
54	66.7	70	51.4	102	35.2	134	26.8
55	65.5	72	50.0	104	34.6	136	26.5
56	64.3	74	48.6	106	34.0	145	24.8
57	63.2	76	47.4	108	33.3	150	24.0
58	62.1	78	46.2	110	32.7	180	20.0
59	61.0	80	45.0	112	32.1	240	15.0
60	60.0	82	43.9	114	31.6	360	10.0
						720	5.0

21. COMMUNICATION & SIGNAL INFORMATION
**INSTRUCTIONS FOR MANUAL OPERATION OF DUAL-
CONTROL SWITCH MACHINES IN CTC OR
REMOTE CONTROL TERRITORY**
(Rule 533)

To operate switch manually:

1. Secure authority from control station to remove power from switch.
2. Unlock both levers.
3. Operate short lever from "Power" or "Motor" to extreme opposite position showing "Hand."
4. Operate long lever marked "Hand-Throw" until it engages mechanism and moves switch points to desired position. This may or may not occur on first attempt to move switch points.
5. Complete stroke with long lever marked "Hand-Throw" and secure with lock, examine switch points before moving train or engine over the switch.
6. When authorized movements have been completed, restore switch to power operation.
7. Restore long lever marked "Hand-Throw" to original position.
8. Restore short lever marked "Hand" to position showing "Power" or "Motor" and lock.
9. Report to Control Station switch restored to Power Operation.

**INSTRUCTIONS RELATIVE TO THE OPERATION
OF HAND OPERATED SWITCHES EQUIPPED WITH
G.R.S. ELECTRIC LOCKS**

The locking mechanism is located in a metal housing on a post adjacent to the switch stand and is connected by means of a lock rod to the switch points. Release of the locks is automatic for trains entering the switches from the main track. For trains or engines moving from the siding or spur track to the main track after clearing the main track, a predetermined release time is required before the lock and switch can be operated.

A. FOR MOVEMENT FROM MAIN TRACK TO SIDING OR SPUR TRACK:

1. Stop engine or cars just ahead of switch points.
2. Open door of lock housing which has a standard switch lock on it.
3. Lift lock lever until it rests against stop in 45 degree position. Then observe when indicator clears or moves to the 45 degree position, complete the movement of lock lever to the extreme left hand position. This unlocks the switch and it can then be operated the same as any other hand thrown switch.

B. FOR MOVEMENTS FROM SIDING OR SPUR TRACK TO THE MAIN TRACK:

1. Secure permission from the control station to operate the electric lock and enter the main track. The switch must be unlocked and thrown before the derail or inside crossover switch is operated.
2. Lift lock lever until it rests against stop in 45 degree position. After predetermined time interval has expired, indicator should clear and switch can be unlocked by completing the movement of the lock lever to the extreme left hand position.

After a movement into or out of the switch has been completed and the hand lever or switch returned to normal position, the crank handle in the lock housing must be restored to the right hand or normal position and the door on the lock housing closed and locked.

21. COMMUNICATION & SIGNAL INFORMATION (Cont'd)

An emergency release is provided in the lock housing for use in case of trouble or if the electric lock fails to operate properly. To operate the emergency release, after obtaining permission from control station, break seal and move emergency lever to release position, then operate in the usual manner. When emergency release is operated to enter main track from a spur, Rule 517 must be observed. If emergency release is operated, notify control station immediately as signals will remain in stop position until mechanism has been reset by signal maintainer.

**INSTRUCTIONS FOR OPERATION OF U.S. & S.
ELECTRIC-LOCKED SWITCHES**

Electric unlock of the switch is automatic for a movement from the main track into the siding or spur track when the main track is occupied by engine or car within 100 feet of the switch points.

When in the clear on this industrial track, derail must not be removed nor padlock unlocked or removed from the electric lock attached to the switch stand until authority has been obtained from Train Dispatcher to unlock the switch. When authority has been granted to unlock the switch the Train Dispatcher will arrange for the electric unlock. Derail must not be removed until main track switch has been lined for the move. Removal of padlock from electric lock will cause signals to display their most restrictive indication.

Electric locked switch is equipped with emergency switch key release. The cover of keyway, painted red, is held in place by a seal. The seal must not be broken nor emergency release used without specific permission to do so from the Train Dispatcher. When seal is broken, the Train Dispatcher must be notified and he will notify appropriate C&S personnel.

DETECTORS

(RULES 101(b), 959, 1014, 1035, 1080)

For hot box and dragging equipment detectors listed below, a revolving red light has been placed on detector buildings governing movements on adjacent main track. For dragging equipment detectors using flashing lights, the detector is in one location and lights in another as shown below.

When the hot box detector records excessive journal temperature, or the dragging equipment detector has been hit, the above light will immediately display revolving red, and passing trains must be stopped promptly and inspected by crew members for hot journal or dragging equipment.

Crew members of passing trains will observe this light and notify the engineer the indication of the light, that is, whether it is dark or is giving a revolving red indication. Train will be stopped in accordance with Operating Rule 1035.

In case of no radio on caboose, the conductor must take necessary action to stop the train as required by Rule 959.

As information, this light, when actuated, will remain on for approximately seven seconds after caboose passes detector.

When stopped by revolving red light, even though hot box center advises the tape is clear, the train must be inspected.

When notified to check a hotbox on a car at a specific location in the train and crews do not find an overheated journal, they are to check journals five cars ahead and five cars behind. If no overheated journals are found, then journals on the same eleven cars on the opposite side must be checked.

When a train is stopped by the Detector Center for a hotbox, dragging equipment or clearance detector indication, the following information must be given to the Detector Center as quickly as radio communication can be established:

- (1) Car Number
- (2) Hot or not hot (or type of dragging equipment or clearance problem found)
- (3) Type of car
- (4) Loaded or empty
- (5) Type of journal
- (6) Standard, or unusual journal configuration (if cars are not hot)
- (7) Disposition of car

It must be clearly understood that this information is to be furnished in each instance when train is stopped by the Detector Center, regardless of whether or not there is a hotbox, dragging equipment or clearance problem.

In the event that the crew is unable to establish radio communication with the Detector Center after the above information has been obtained, the crew must immediately contact the Chief Dispatcher and pass this information to him.

When a crew member goes to inspect a suspected hot box, in addition to tools and supplies, he will take available fire extinguishing material for use when needed.

21. COMMUNICATION & SIGNAL INFORMATION (Cont'd)

DETECTOR LOCATIONS

Detector Name	Mile Post Location	Track Side Revolving Light Located	Direction Activated
Collegedale	M.P. 18.1-H	West	Both*
Waring	M.P. 34.3-H	East	Both
Carbondale	M.P. 50.6-H	West	Both
Plainville	M.P. 67.0-H	West	Both
Silver Creek	M.P. 85.0-H	East	Both
Aragon	M.P. 97.6-H	West	Both
Pumpkinvine	M.P. 116.5-H	East	Both
Powder Springs	M.P. 130.8-H	West	Both*
Jacmac	M.P. 143.0-H	Overhead	South (Dragging Equipment Only)
Ellenwood	M.P. 165.7-H	West	Both*
Locust Grove	M.P. 187.4-H	West	Both
Flovilla	M.P. 209.6-H	West	Both
Rum Creek	M.P. 226.5-H	West	Both*
Carrollton	M.P. C-314.0	East	Both
Cedartown	M.P. C-355.0	East	Both

* — Also read by General Foreman inbound.

The head end of all trains will call to the caboose crew's attention via radio everytime the engine passes a hot box detector or dragging equipment detector. The flagman or conductor will respond after the caboose passes this point by saying, "All clear," or "All dark on the box."

LOCATION OF DISPATCHER CONTROLLED RADIO BASE STATIONS

Location	Frequency	Hours
Atlanta	Road & Dispatcher	Continuous
Bremen	Road & Dispatcher	Continuous
Carrollton	Road & Dispatcher	Continuous
Newnan	Road & Dispatcher	Continuous
Luthersville	Road & Dispatcher	Continuous
Harris	Road & Dispatcher	Continuous
Tip Top	Road & Dispatcher	Continuous
Ooltewah	Road & Dispatcher	Continuous
Columbus	Road & Dispatcher	Continuous
Dalton	Road & Dispatcher	Continuous
Calhoun	Road & Dispatcher	Continuous
Mt. Alto	Road & Dispatcher	Continuous
Dallas	Road & Dispatcher	Continuous
Douglasville	Road & Dispatcher	Continuous
Stockbridge	Road & Dispatcher	Continuous
Jackson	Road & Dispatcher	Continuous
Juliette	Road & Dispatcher	Continuous
Arkwright	Road & Dispatcher	Continuous
*Atlanta-Industry Yard	Road	Intermittent
*Griffin	Road	Intermittent
*Goggins	Road	Intermittent

* — Macon Dispatcher controlled.

LOCATION OF WAYSIDE RADIO BASE STATIONS

Location	Frequency	Hours
Atlanta - Inman Yard	Road & Terminal	Continuous
Atlanta - South Yard	Road & Terminal	Continuous
Atlanta - Peagram Shop	Road	Continuous
Atlanta - Industry Yard	Road & Terminal	Continuous
Atlanta - Forest Park Yard	Road & Terminal	Intermittent
Griffin	Road	See Sec. 18
Woodbury	Road	See Sec. 18
Carrollton	Road	See Sec. 18
Bremen	Road	See Sec. 18
Cedartown	Road	See Sec. 18
LaFayette	Road	See Sec. 18
Dalton	Road	See Sec. 18
Forrestville	Road	See Sec. 18
Krannert	Road	Intermittent
Austell	Road	See Sec. 18
Conley	Road	See Sec. 18
Macon - Brosnan	Road & Terminal	Continuous
Columbus	Road & Terminal	Continuous

22. HAZARDOUS MATERIALS & POLLUTANTS

CAUTION: LEAKING CHLORINE VAPORS FROM TANK CARS CAN CAUSE INJURY TO THE RESPIRATORY SYSTEM WHEN BREATHED. EVEN IN LOW CONCENTRATIONS, ANYTIME CHLORINE CAN BE SMELLED YOU SHOULD GET OUT OF THE AREA AS QUICKLY AS POSSIBLE, AND REPORT THE LEAK TO THE APPROPRIATE OFFICER.

At the commencement of each trip, or when cars are picked up or set off on line of road, Conductors must examine, or require competent crew member to:

- (1) Inspect the six (6) head cars behind the engine and the six (6) rear cars ahead of the caboose to identify placarded cars not properly spaced. Crew members taking charge of trains running through a terminal must get in position to make this check without additional delay to the train.
- (2) Examine all waybills of the train to identify any cars containing Hazardous Materials.

Any time loaded cars containing Hazardous Materials are picked up on line of road and no agent or other clerical forces are on duty, the Dispatcher must be notified that pick-up includes Hazardous Materials.

Hazardous Material Placards must be securely in place before moving from customer's siding cars loaded with hazardous material or empty tank cars previously loaded with hazardous materials. Cars with placards missing, **MUST NOT** be pulled.

Cars placarded "Explosives," "Flammable" or "Flammable Gas" **MUST NOT** be left on any track unless track is free from combustible material such as dead grass and weeds.

Placarded cars **MUST NOT** be parked next to buildings except at unloading or loading facilities.

When shoving cuts containing "Flammable Gas" into the Forwarding Yard at Hump Yards, the movement must not exceed five (5) MPH, and a crew member must be on the leading end of the lead "Flammable Gas" car in the cut. No cuts may be shoved into adjacent tracks until the crew member protecting the leading end has reported the cut secured and in the clear of adjacent tracks.

To comply with rules and regulations governing the handling of "Flammable Gas," all Yard Foremen and affected yard personnel involved in handling tank cars containing "Flammable Gas" must be notified prior to handling such cars that such cars must be handled in accordance with instructions contained in the Hazardous Material Switching Chart.

Notification to yard foremen may be made orally in person or by radio. Yard Foremen will notify affected yard personnel.

Shipments containing hazardous materials for transportation may not be accepted in a rail car unless the placards for the hazardous materials are affixed as required by regulations and specified on shipping papers.

THE FOLLOWING MUST BE REPORTED IMMEDIATELY TO THE CHIEF DISPATCHER:

ALL SPILLS, DISCHARGES, OR RELEASES OF HAZARDOUS MATERIALS, HAZARDOUS SUBSTANCES, AND HAZARDOUS WASTE INTO THE ELEMENTS (AIR, LAND, OR WATER), ALSO ALL SPILLS, DISCHARGES, OR RELEASES OF ALL OILS OR OTHER POLLUTANTS.

22. HAZARDOUS MATERIALS & POLLUTANTS (Cont'd)

INSTRUCTIONS TO EMPLOYEES IN EVENT OF
HAZARDOUS MATERIAL ACCIDENTS

1. Check for injuries, provide assistance as needed, notify dispatcher.
2. Check waybills and documents for hazardous materials cars in train -- waybills stamped DANGEROUS GAS or EXPLOSIVE or POISON GAS or RADIOACTIVE MATERIAL in upper left corner.
3. Do not go near derailed or damaged hazardous material cars to investigate accident.
4. Give dispatcher information on:
 - a. Injuries.
 - b. How many cars are involved, with their location and condition where possible to obtain this information safely.
 - c. Each hazardous material car: initial and number, contents, placards, shipper, and condition of car where possible to obtain this information safely.
 - d. Danger to surrounding area: homes, schools, streams, if applicable.
5. Review information and recommendations contained in the TRANSPORTATION EMERGENCY ACTION GUIDE FOR HAZARDOUS MATERIALS INCIDENTS posted in locomotives and cabooses, and take action as necessary.
6. Inform local authorities of the contents of each car that presents a hazard, tell them about the EMERGENCY ACTION GUIDE and advise them to keep people away from the accident. This DOES NOT mean evacuation unless the GUIDE calls for same.
7. Report all information above to the first railroad officer who reaches the scene.

EXPLANATION OF TRACK DIAGRAMS:

~ ~ ~ ~ ~	Automatic Block Signal Territory - Single Track
≈ ≈ ≈ ≈ ≈	Automatic Block Signal Territory - Double Track
-----	Centralized Train & Remote Control Territory - Single Track
=====	Centralized Train & Remote Control Territory - Double Track
>>>>>>>>	Train Order (Dark Territory) - Single Track
»»»»»»»»»»	Train Order (Dark Territory) - Double Track

HAZARDOUS MATERIAL SWITCHING CHART

1	2	SWITCHING OPERATIONS			
		3	4	5	6
TYPE OF CAR	PLACARD APPLIED ON CAR	SHALL NOT BE CUT OFF IN MOTION OR ALLOWED TO BE STRUCK BY A FREE MOVING CAR	SHALL BE SEPARATED FROM ENGINE BY AT LEAST ONE NON-PLACARDED CAR	WHEN HAND BRAKES ARE USED, PRECEDING CARS MUST CLEAR LADDER BEFORE CUTOFF	MUST NOT BE PLACED UNDER BRIDGES OR HIGHWAYS
ANY CAR*	"EXPLOSIVES A"	X	X		X
ANY CAR*	"POISON GAS"	X			
TANK CAR	ANY LOADED PLACARD			X	
COFC TOFC	ANY PLACARD	X			
TANK CAR	FLAMMABLE GAS	X			

* - Includes flat cars carrying trailers or containers.

Position in train of placarded cars containing hazardous materials

NOTE A: Cars with alternate numbered placards will be handled the same as cars with word description placards.



NOTE B: Cars with same placards may be placed next to each other.

Cars placarded



or



No restrictions

RESTRICTIONS

	Cars placarded: 	Cars placarded: 	Cars placarded: 	Loaded tank cars placarded: 	Empty tank cars placarded: 	Loaded cars other than tank cars placarded:
Must not be nearer than the sixteenth car from the engine or occupied caboose						
Must not be nearer than the sixth car from the engine or occupied caboose						
When train length does not permit, must be placed near the middle of train but not nearer than the second car from the engine or occupied caboose						
Engine						
Loaded flat car (1)						
Open top car (3)						
Car with automatic refrigeration or heating apparatus in operation, or a car with open flame apparatus in service, or with an internal combustion engine in operation						
Car containing lighted heaters, stoves or lantern						
Occupied car						
Occupied caboose						
Explosives A						
Poison Gas						
Radioactive						
Undeveloped film						
Any loaded placarded car (other than combustible)						

(1) A flat car equipped with permanently attached ends of rigid construction is considered to be an open top car.

(2) A loaded flat car, other than a specially equipped car in trailer-on-flat-car or container-on-flat-car service or a flat car loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flat car, and of a type generally accepted for handling in interchange between railroads. This exception for cars in trailer-on-flat-car service does not apply to loaded flatbed trucks, loaded flatbed trailers, or loaded trucks or trailers without securely closed doors.

(3) An open top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.

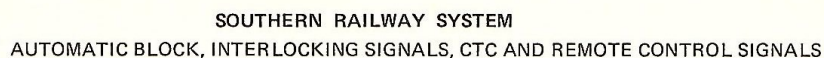
(4) A rail car placarded EXPLOSIVES A or POISON GAS in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring EXPLOSIVES A placards.

(See: NOTE B)

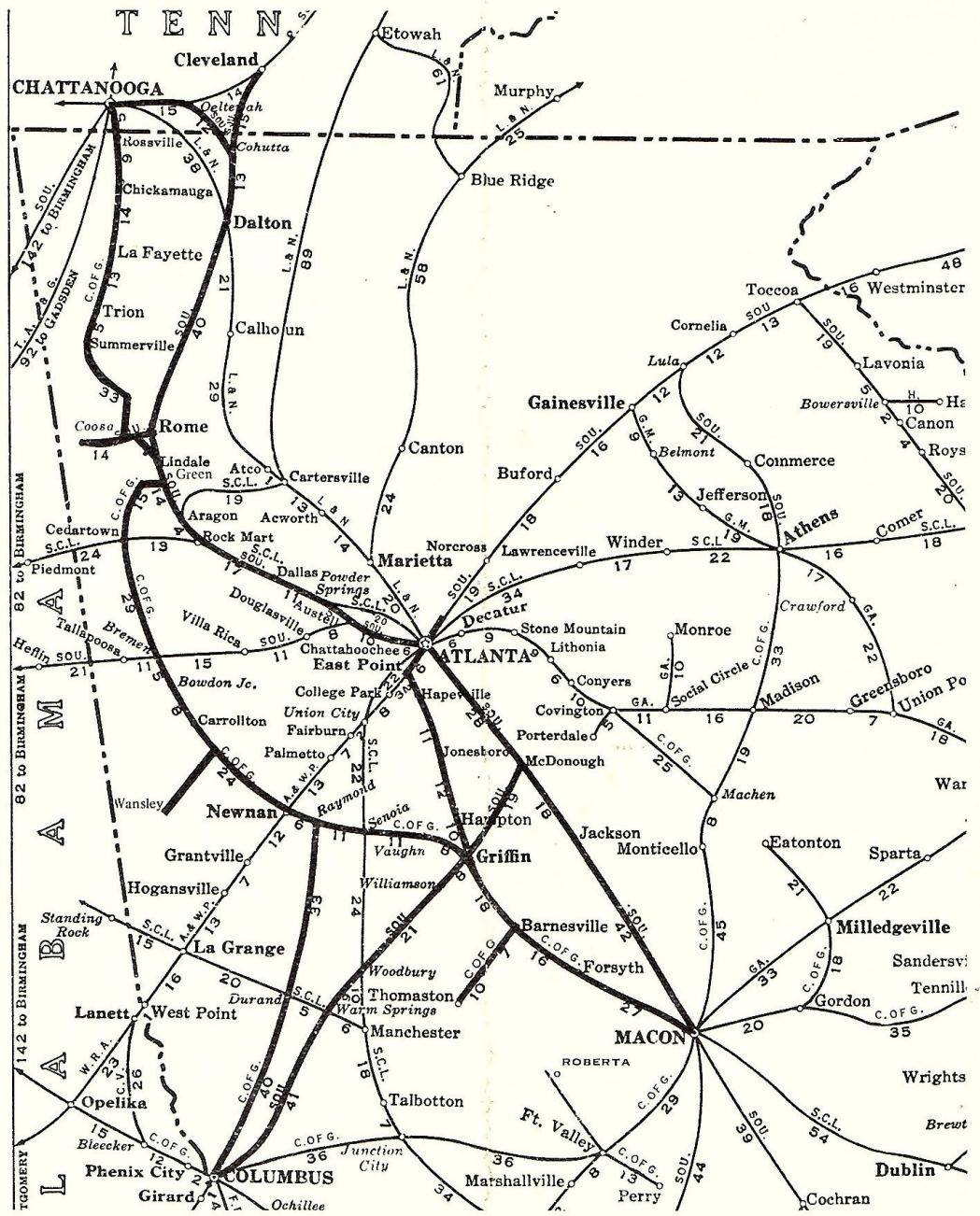
(See:

NOTES

A & B)



HIGH SIGNAL		DWARF SIGNAL	
	RULE 301 NAME: Clear. INDICATION: Proceed.		RULE 302 NAME: Approach Diverging. INDICATION: Proceed, approaching next signal prepared to take diverging route.
	RULE 303 NAME: Advance Approach. INDICATION: Proceed, preparing to stop at second signal.		RULE 304 NAME: Diverging Route Clear. INDICATION: Proceed through diverging route, observing authorized speed through turnout(s) or crossover(s).
	RULE 305 NAME: Diverging Route Clear, Approach Limited. INDICATION: Proceed through diverging route, observing authorized speed through turnout(s) or crossover(s), and approach next signal at authorized speed, not exceeding Limited Speed.		RULE 306 NAME: Approach Slow. INDICATION: Proceed, approaching next signal at Slow Speed. Train exceeding Medium Speed must at once reduce to that speed.
	RULE 306.1 NAME: Diverging Route Approach Slow. INDICATION: Proceed through diverging route, observing authorized speed through turnout(s) or crossover(s), then not exceeding Medium Speed, approach next signal at Slow Speed.		RULE 307 NAME: Approach, INDICATION: Proceed, preparing to stop at next signal. Train exceeding Medium Speed must at once reduce to that speed.
	RULE 308 NAME: Diverging Route Approach. INDICATION: Proceed through diverging route, observing authorized speed through turnout(s) or crossover(s), preparing to stop at next signal. Train exceeding Medium Speed must at once reduce to that speed.		RULE 309 NAME: Restricted Proceed. INDICATION: Proceed at Restricted Speed.
	RULE 310 NAME: Stop. INDICATION: Stop.		SPEED: LIMITED SPEED—A SPEED NOT EXCEEDING 45 MILES PER HOUR. MEDIUM SPEED—A SPEED NOT EXCEEDING 30 MILES PER HOUR. REDUCED SPEED—PROCEED PREPARED TO COMPLY WITH FLAGGING SIGNALS AND STOP SHORT OF TRAIN OR OBSTRUCTION. RESTRICTED SPEED—PROCEED PREPARED TO STOP SHORT OF ANOTHER TRAIN, OBSTRUCTION, OR SWITCH NOT PROPERLY LINED AND LOOK OUT FOR BROKEN RAIL, BUT AT A SPEED NOT EXCEEDING 15 MILES PER HOUR. SLOW SPEED—A SPEED NOT EXCEEDING 15 MILES PER HOUR. YARD SPEED—A SPEED THAT WILL PERMIT STOPPING WITHIN ONE-HALF THE RANGE OF VISION.



SAFETY

IS OF
FIRST
IMPORTANCE

BE CAREFUL
THINK-LOOK
AND
LIVE

RUNNING TIMES OF TRAINS - IN MINUTES - FOR INSPECTION CAR OPERATION ONLY

INSTRUCTIONS - (1) Use MAXIMUM SPEED for kind of train (passenger or freight) unless train-up shows down train speed. (2) Use MILES from train's last recorded (reportable or time-up) location to add where inspection car clears. (3) Read MPH column down to determine when train is clear. (4) Add running time to the train's time at last recorded location to determine when train is clear. (5) See Rule 1503.01.

Miles	10	15	20	25	30	35	40	45	50	55	60	65	70	75	79
MPH	10	15	20	25	30	35	40	45	50	55	60	65	70	75	79
1	6	9	12	15	18	21	24	27	30	33	36	39	42	45	48
2	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96
3	18	27	36	45	54	63	72	81	90	99	108	117	126	135	144
4	24	36	48	60	72	84	96	108	120	132	144	156	168	180	192
5	30	45	60	75	90	105	120	135	150	165	180	195	210	225	240
6	36	54	72	90	108	126	144	162	180	198	216	234	252	270	288
7	42	63	84	105	126	147	168	189	210	231	252	273	294	315	336
8	48	72	96	120	144	168	192	216	240	264	288	312	336	360	384
9	54	81	108	135	162	189	216	243	270	297	324	351	378	405	432
10	60	90	120	150	180	210	240	270	300	330	360	390	420	450	480
11	66	99	132	165	198	231	264	297	330	363	396	429	462	495	528
12	72	108	144	180	216	252	288	324	360	396	432	468	504	540	576
13	78	117	156	198	237	276	315	354	393	432	471	510	549	588	627
14	84	126	168	210	252	294	336	378	420	462	504	546	588	630	672
15	90	135	180	225	270	315	360	405	450	495	540	585	630	675	720
16	96	144	192	240	288	336	384	432	480	528	576	624	672	720	768
17	102	153	204	252	300	351	402	453	504	555	606	657	708	759	810
18	108	162	216	264	312	363	414	465	516	567	618	669	720	771	822
19	114	171	228	276	324	375	426	477	528	579	630	681	732	783	834
20	120	180	240	288	336	387	438	489	540	591	642	693	744	795	846
21	126	189	252	300	351	402	453	504	555	606	657	708	759	810	861
22	132	198	264	312	363	414	465	516	567	618	669	720	771	822	873
23	138	207	276	324	375	426	477	528	579	630	681	732	783	834	885
24	144	216	288	336	387	438	489	540	591	642	693	744	795	846	897
25	150	225	300	351	402	453	504	555	606	657	708	759	810	861	912
26	156	234	312	363	414	465	516	567	618	669	720	771	822	873	924
27	162	243	324	375	426	477	528	579	630	681	732	783	834	885	936
28	168	252	336	387	438	489	540	591	642	693	744	795	846	897	948
29	174	261	348	399	450	501	552	603	654	705	756	807	858	909	960
30	180	270	360	408	460	511	562	613	664	715	766	817	868	919	970